REPORT

of the

President and Directors

of the

Atlanta and West Point Rail Road Company

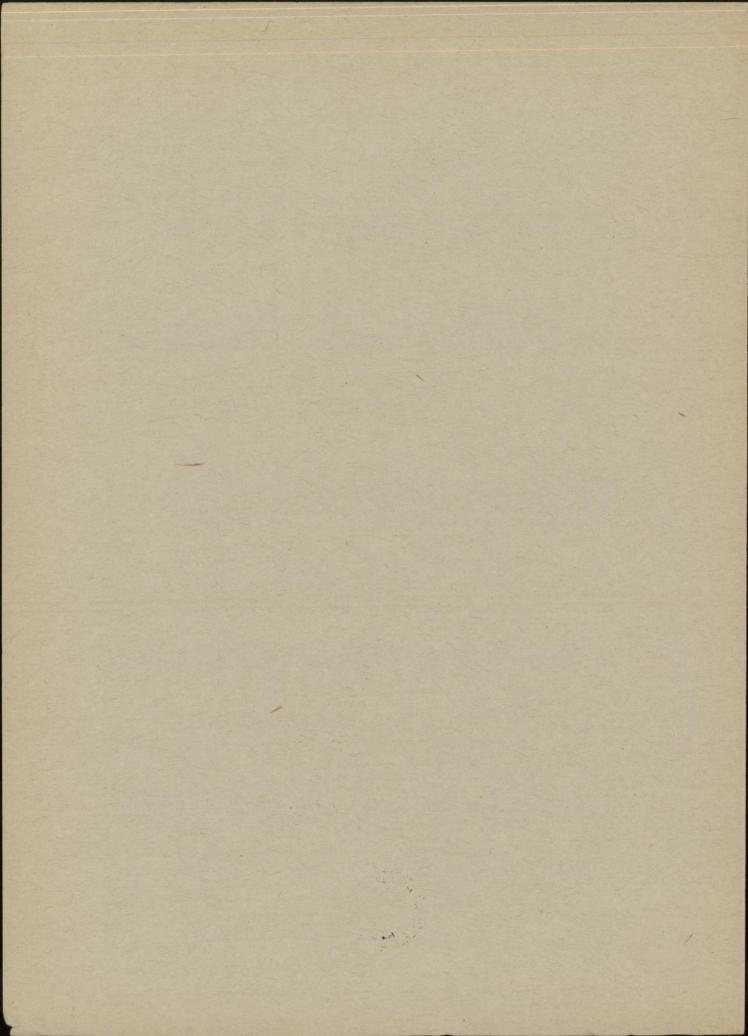
to the

Stockholders in Convention

For the Year Ended December 31, 1941

STRAWBOARDS

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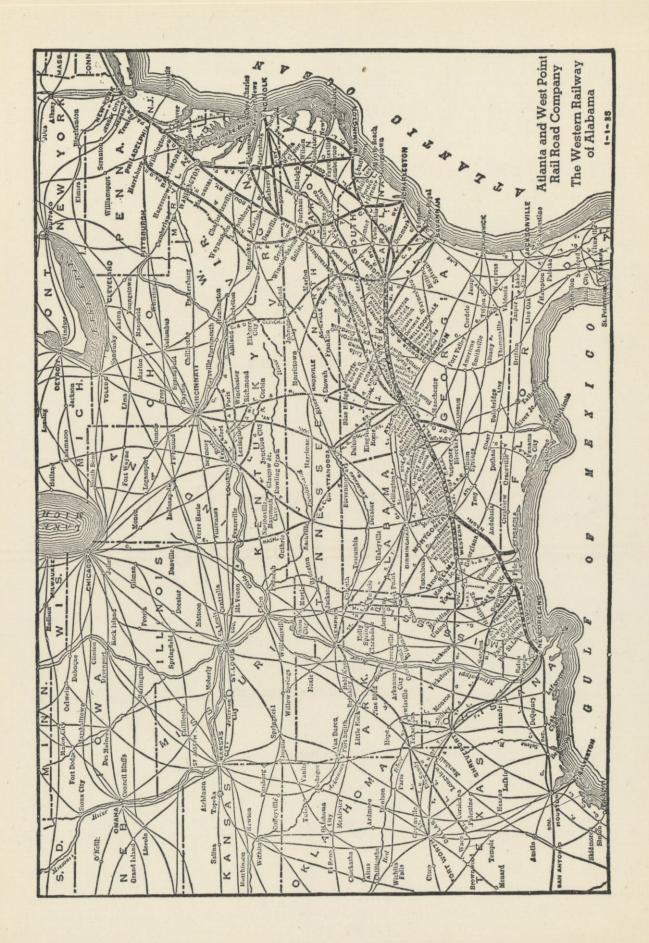
Atlanta and West Point Rail Road Company

to the

Stockholders in Convention

For the Year Ended December 31, 1941





DIRECTORS FOR THE YEAR

Lyman Delano J. B. Hill

E. G. Cole

Chas. A. Wickersham

*H. D. Pollard

T. M. Cunningham

G. H. Lanier

OFFICERS

Chas. A. Wickersham, President and General Manager.

W. H. Bruce, Secretary and Treasurer.

Heyman, Howell & Heyman, General Counsel.

- F. E. Waters, Comptroller.
- H. E. Judge, Auditor.
- G. K. Williams, Superintendent of Transportation.
- F. O. Walsh, Superintendent of Motive Power.
- S. R. Young, Chief Engineer.
- J. B. Pace, Purchasing Agent.
- G. E. Boulineau, Freight Traffic Manager.
- C. E. Rodenberg, General Freight Agent.
- J. A. Higgins, General Passenger Agent.

Office

4 Hunter St., S. E. Atlanta, Ga.

EXECUTIVE OFFICE

Atlanta, Ga., April 21, 1942.

To the Stockholders of the Atlanta and West Point Rail Road Co .:

Herewith is submitted for your consideration, report covering the operations and affairs of the Atlanta and West Point Rail Road Company for the year ended December 31, 1941:

MILEAGE OPERATED

| MAIN LINE—Atlanta to West Point, Ga.: Owned—Property deeded Less:—Leased to Atlanta Terminal Company MAIN LINE—Operated under contract—West Point, Ga. MAIN LINE—Operated under contract—West Point, Ga. MAIN LINE—(Freight) Hulsey Junction to Oakland Junction:—Owned-Property Deeded | 85.62 5.16 | 90.78 |
|--|----------------------|---------------|
| TRACKAGE RIGHTS: | | |
| Atlanta Terminal Company, Atlanta, Ga Central of Georgia Railway, Oakland Junction, Ga Georgia Railroad, Atlanta Joint Terminals TOTAL MILEAGE OPERATED | 0.39 0.05 2.02 | 2.46 93.24 |
| The total mileage operated in passenger service was 86.01. The total mileage operated in freight servi | | |
| | | |

SUMMARY OF INCOME ACCOUNT

(See Page 14)

| | Year Ended | Year Ended December 31, | | |
|---|--|--|-----------------------------|--------------------------|
| | 1941 | 1940 | Increase | Decrease |
| Railway Operating Revenues Railway Operating Expenses | \$2,491,043.69 1,820,349.76 | \$ 1,927,172.59 1,602,879.96 | \$ 563,871.10 217,469.80 | |
| Net Revenue from Railway Operations Railway Tax Accruals | \$ 670,693.93 269,200.86 | \$ 324,292.63 154,264.12 | \$ 346,401.30 114,936.74 | |
| Railway Operating Income Equipment Rents—Net Debit Joint Facility rents—Net Debit | \$ 401,493.07 59,672.43 139,683.77 | \$ 170,028.51 21,492.99 137,421.29 | \$ 231,464.56 | \$ 38,179.44 2,262.48 |
| Net Railway Operating IncomeOther Income | \$ 202,136.87 24,313.93 | \$ 11,114.23 23,562.36 | \$ 191,022.64 751.57 | |
| Total IncomeMiscellaneous Deductions | \$ 226,450.80 6,222.13 | \$ 34,676.59 5,621.22 | \$ 191,774.21 600.91 | |
| Income Available for Fixed Charges | \$ 220,228.67 61.87 | \$ 29,055.37 265.17 | \$ 191,173.30 | \$ 203.30 |
| Net Income | \$ 220,166.80 | \$ 28,790.20 | \$ 191,376.60 | |

⁻Minus.

OPERATING REVENUES

It will be noted that gross revenues show an increase of 29.3 per cent compared with previous year, and expenses show an increase of 13.6 per cent.

Passenger and freight revenue statistics appear in Statements Nos. 9 and 10 of this report.

FREIGHT REVENUE: 72.1 per cent of the total operating revenues, increased \$437,001.51, or 32.1 per cent.

PASSENGER REVENUE: 15.5 per cent of the total operating revenues, increased \$90,492.86, or 30.6 per cent.

OTHER REVENUE: Other transportation revenues increased \$21,744.20, or 12.2 per cent. Other operating revenues increased \$21,744.20, or 15.7 per cent.

MAINTENANCE OF WAY AND STRUCTURES

Maintenance of Way and Structures expenses 9.89 per cent of the total operating revenues, and 13.54 per cent of the total operating expenses, increased \$5,723.87, or 2.4 per cent.

ROADWAY AND TRACKS:

Side track mileage decreased 1,8211/2 feet as follows:

ADDITIONS:

| | | | reet |
|---|---|--|---|
| Atlanta Belt Line Atlanta Belt Line Atlanta Belt Line Atlanta Belt Line Atlanta Belt Line Atlanta Belt Line Newnan, Ga. | Track #136 Track #137 Track #138 Track #139 Track #141 Track # 28 Track #213-#214 | TO COLUMNIA DE LE COLUMNIA DE LA COLUMNIA DEL COLUMNIA DEL COLUMNIA DE LA COLUMNIA DEL COLUMNIA DEL COLUMNIA DE LA COLUMNIA DE LA COLUMNIA DE LA COLUMNIA DEL COLUMN | 730 564 565 888 641½ 205½ 1,432 |
| Total (0 | .95 Miles) | | 5,026 |
| | | | |

RETIREMENTS:

| Atlanta Belt Line Atlanta Belt Line Red Oak, Ga. | Track #114 Track # 46 Track # 63 Track #100 Track #124 Track # 84 Track # 198 | Way Switch 92 Way Switch 42 Way Switch 1,65 Way Switch 2,87 Way Switch 37 Way Switch 40 | 74 |
|--|---|---|-----------------|
| Total (1 | .30 Miles) | | $47\frac{1}{2}$ |

RAIL:

The following rail (in miles) has been laid during the year in main tracks, releasing worn rail and rail of lighter weight:

| | 100# | 90# | 80# | Total |
|----------|------|------|-----|-------|
| | | | | |
| Laid | 1.73 | .25 | | 1.98 |
| Released | | 1.34 | .64 | 1.98 |

The following rail (in miles) was in the main and second tracks at the end of the year:

| | 100# | 90# | 80# | Total |
|--|------------------------------|-------------------------------|-------------------|--------------------------------|
| Main Line—Atlanta to West Point, Ga. Main Line—Oakland to Hulsey, Ga. Second Track—Oakland to Hulsey, Ga. Second Track—Atlanta to Palmetto, Ga. | 72.07 .39 .25 10.23 | 13.46 3.93 3.99 8.95 | .09 .84 .91 | 85.62 5.16 5.15 19.19 |
| Total | 82.94 | 30.33 | 1.85 | 115.12 |

.201 track miles of rail were laid in new side tracks during the year in connection with industries and added yard facili-

The following track miles of rail were laid in side tracks, releasing worn rail and rail of lighter weight:

| | 100# | 90# | 80# | 75# | 70# | 60# | Total |
|------------------|------|------|------|------|------|------|-------|
| Laid Released | .08 | .000 | .000 | .000 | .000 | .000 | .08 |

CROSS TIES:

There were 2,953 cross ties used in building new sidings and industrial tracks.

There were 30,385 cross ties used in the repairs to main tracks.

There were 4,169 cross ties and 11 sets of switch ties used in repairs to side tracks.

Cross ties used in new work and replacements, 37,507 an average of 188 ties per miles. Average cost per tie, 1.26.

BALLAST:

There were 10,342 cu. yds. of crushed stone and gravel ballast used in maintenance and betterments of tracks, an increase of 5,349 cu. yd. as compared with previous year.

BRIDGES, TRESTLES AND CULVERTS:

There were 9 trestles, 1412 lineal feet, repaired, consuming 14,499 feet board measure of lumber.

There are no timber trestles under the main track.

No timber culverts were repaired during the year.

DEPOTS AND BUILDINGS:

All buildings and platforms were fully maintained, consuming 19,276 feet board measure of lumber.

MAINTENANCE OF EQUIPMENT

Maintenance of equipment expenses, 14.57 per cent of the total operating revenues and 19.94 per cent of the total operating expenses, increased \$36,812.33, or 11.3 per cent.

The average cost of repairs per locomotive, excluding depreciation and retirements, was \$7,769.30, an increase of \$2,150.52, or 38.2 per cent.

The average cost of repairs of locomotives per mile run, excluding depreciation and retirements, was 21.82 cents as against 19.49 cents the preceding year, an increase of 12.0 per cent.

The cost of repairs per passenger train car, excluding depreciation and retirements, was \$1,773.94, a decrease of \$64.52, or 3.5 per cent.

CONDITION OF EQUIPMENT:

The following repairs were made to equipment during the year, as compared with the preceding year:

Locomotives:

Number given heavy repairs 10, as compared with 9 last year. Number given light repairs 116, as compared with 107 last year.

Passenger Cars:

Number throughly overhauled, painted and varnished 14, as compared with 13 last year. Number given light repairs 159, as compared with 112 last year.

Freight Cars:

Number given heavy repairs 112, as compared with 110 last year. Number given light repairs 409, as compared with 653 last year.

TRAFFIC EXPENSES

Traffic expenses, 4.36 per cent of the total operating revenues and 5.96 per cent of the total operating expenses, increased \$4,721.25, or 4.5 per cent.

TRANSPORTATION EXPENSES

Transportation expenses, 38.68 per cent of the total operating revenues and 52.93 per cent of the total operating expenses, increased \$159,707.52, or 19.9 per cent.

GENERAL EXPENSES

General expenses, 3.63 per cent of the total operating revenues and 4.97 per cent of the total operating expenses, increased \$4,382.32, or 5.1 per cent.

ADDITIONS AND BETTERMENTS

The net changes in property account during the year, as reflected by Statement No. 6, were as follows:

| Road, increased Equipment, increased | | ,158. | |
|--------------------------------------|-------|--------|-----|
| Equipment, increased | 105 | ,398.2 | 2.1 |
| Net increase | \$120 | 556 (| 97 |

INDUSTRIAL AND AGRICULTURAL

There were three new industrial enterprises established, and two previously existing plants enlarged during the year 1941 in the territory served by the Atlanta and West Point Rail Road Company, classified as follows:

| Automobile Parts General Storage Warehouse Petroleum Products | _Chrysler Motors Parts Corporation Sears-Roebuck & Company _McCord Oil Company | _New Plant _New Plant _New Plant | Oakland City, Ga. Oakland City, Ga. Oakland City, Ga. |
|---|--|--|---|
| Cotton Mill | Palmetto Cotton Mill | _Enlargement | Palmetto, Ga. |
| Ink Warehouse | Howard Flint Ink Company | _Enlargement | Lakewood Station, Ga. |

A high rate of industrial employment income, increased Government purchases, and consumer demand of agricultural products were accompanied by a decrease in farm production. Prices received and prices paid by farmers increased over previous year.

COTTON: Production of cotton and cottonseed decreased 46%, value of lint decreased 10%, while value of seed increased 20%. Net decrease in value of lint and seed 5% as compared with 1940. The per acre yield of 164 pounds was the lowest since 1923 and second lowest since 1878. Severe drought followed by excessive rains curtailed production. Mills consumed more cotton than any previous year on record.

FOOD AND FEED CROPS: Production of food and feed crops, with the exception of small grains and sweet potatoes, decreased due to abnormal seasonal conditions. Modern soil erosion methods, pasturage, and soil improvement crops made decided gains.

LIVESTOCK: The improvement in quality, production, and value of beef, dairy herds, swine, and poultry continues throughout the territory. Expanded feed production with high price levels, indicate a very bright immediate future for live-stock and poultry.

PEACHES: Production of peaches increased 32% with a decrease in value of 24% as compared with 1940. Quality poor due to severe drought followed by excessive rains. Large quantities sold in field to commercial canneries and individuals. Unit price 80¢ per crate as compared with \$1.25 for previous year.

The farm plant is in good physical condition and necessary adjustment to increased production is receiving whole hearted support of farmers throughout the territory.

GENERAL

Your property has been fully maintained and is in splended operating condition.

An examination of the accounts of the company has been made by Messrs. Haskins & Sells, Certified Public Accountants, whose certificate appears in this report.

The Board takes pleasure in expressing its appreciation of the loyal and faithful services rendered by the Officers and Employees of the Company in the performance of their duties.

By order of the Board:

CHAS. A. WICKERSHAM, President and General Manager.

HENRY DOUGLAS POLLARD

The President announced with deep regret the death since the last meeting of the Board of Mr. Henry Douglas Pollard, a Director of this company.

Mr. Pollard was born in Aylett, Virginia, on October 4, 1872, and passed from this life at his home in Savannah, Georgia, on January 7, 1942. He served continuously on the Board of Directors of the Atlanta and West Point Railroad Company from October 19, 1931, until his untimely death. His wise counsel and clear judgment were of inestimable value in the handling of the affairs of the company, and the Directors keenly feel a deep personal loss at his passing.

 ${\tt RESOLVED, that \ the \ Directors \ record \ in \ the \ annals \ of \ the \ company \ their \ recognition \ of \ his \ services \ and \ the \ realization \ of \ their \ official \ and \ personal \ loss.}$

RESOLVED further, that the Secretary be directed to send to the family of Mr. Pollard a copy of this resolution.

HASKINS & SELLS

HEALEY BUILDING

ACCOUNTANTS! CERTIFICATE

Atlanta and West Point Rail Road Company,

Atlanta, Georgia.

We have examined the balance sheet of Atlanta and West Point Rail Road Company as of December 31, 1941 and the statements of income and profit and loss for the year 1941. In connection therewith, we made a review of the accounting methods of the Company and examined or tested its accounting records and other supporting evidence. Such examination included the verification by count or confirmation from depositaries of the cash and securities owned on December 31, 1941.

The Company's accounts have consistently been kept and its financial statements prepared in accordance with the requirements of the Interstate Commerce Commission.

In our opinion, based upon the ledger value of the investments in affiliated and other companies, the accompanying balance sheet, with the footnote thereon, and the related statements of income and profit and loss present fairly the financial condition of the Company on December 31, 1941 and the results of its operations for the year ended that date.

Haskins & Sells

Atlanta,

April 1, 1942.

FINANCIAL AND STATISTICAL STATEMENTS

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STATEMENT NO. 1

GENERAL BALANCE SHEET DECEMBER 31, 1941, COMPARED WITH DECEMBER 31, 1940

| ASSETS | 1941 | 1940 | Increase | Decrease |
|---|------------------------------|------------------------------|----------------------------|---------------------|
| INVESTMENTS: 701 Road and equipment property: | \$2,467,066.24 | \$2,467,066.24 | | |
| To June 30, 1907 Since June 30, 1907— | | | | |
| RoadEquipment | 3,267,620.34 1,206,367.61 | 3,252,461.64 1,100,969.34 | \$ 15,158.70 105,398.27 | |
| General expenditures | 17,694.22 | 17,694.22 | | |
| Total | \$6,958,748.41 | \$6,838,191.44 | \$ 120,556.97 | |
| | | | | |
| 705 Miscellaneous physical property: Real estate and structures | \$ 336,616.24 | \$ 329,480.09 | \$ 7,136.15 | |
| Other physical property | 440.94 | 440.94 | | |
| Total | \$ 337,057.18 | \$ 329,921.03 | \$ 7,136.15 | |
| 706 Investments in affiliated companies: | | | | |
| Atlanta Terminal Co.—Stock Atlanta Terminal Co.—Open advances | \$ 50,000.00 10,698.66 | \$ 50,000.00 5,349.34 | \$ 5,349.32 | |
| The Railroad Credit Corporation—Advances, etc. | 6,147.60 | 7,850.95 | | \$ 1,703.3 |
| Total | \$ 66,846.26 | \$ 63,200.29 | \$ 3,645.97 | |
| 707 Other investments: | 0 100 500 05 | @ 110 050 05 | # E0 250 00 | |
| U. S. Government securities | \$ 169,706.25 8,435.96 | \$ 119,356.25 8,227.77 | | |
| Total | \$ 178,142.21 | \$ 127,584.02 | \$ 50,558.19 | |
| Total investments | \$7,540,794.06 | \$7,358,896.78 | \$ 181,897.28 | |
| URRENT ASSETS: | | | | |
| | \$ 156,038.45 | \$ 204 085 98 | | \$ 48,047.5 |
| 708 Cash | | | \$ 101,200.00 | |
| 709 Temporary cash investments | | | | |
| 714 Net balance receivable from agents and conductors715 Miscellaneous accounts receivable: | \$ 40,009.48 | | | |
| U. S. Government—Post Office Department Railway Express Agency, Inc. | \$ 11,192.17 5,960.76 | \$ 15,645.66 6,527.12 | | \$ 4,453.4 566.3 |
| Total | \$ 17,152.93 | \$ 22,172.78 | | \$ 5,019.8 |
| 10001 | 21,202.00 | | | |
| 716 Material and supplies: | | 0 00 043 54 | 0 700 00 | |
| Road stock | \$ 76,068.36 121,465.18 | \$ 67,341.54 110,805.91 | \$ 8,726.82 10,659.27 | |
| Fuel stock | 29,371.48 | 22,232.40 4,211.91 | | |
| Stationery stockPostage stock | 4,876.83 511.12 | 405.62 | 105.50 | |
| Roadway shop stock Print shop stock | 20,434.80 5,826.85 | 17,933.62 3,302.62 | 2,501.18 2,524.23 | |
| | \$ 258,554.62 | \$ 226,233.62 | \$ 32,321.00 | |
| Total | \$ 304.67 | \$ 136.99 | \$ 167.68 | |
| Total current assets | \$ 573,260.15 | \$ 492,782.91 | \$ 80,477.24 | |
| Total current assets | \$ 575,200.15 | Ф 492,102.91 | Φ 00,411.24 | |
| DEFERRED ASSETS: | | | | THE REAL PROPERTY. |
| 720 Working fund advances | \$ 974.70 7,301.31 | \$ 974.70 8,408.10 | | \$ 1,106.7 |
| Total deferred assets | \$ 8,276.01 | \$ 9,382.80 | | \$ 1,106.7 |
| Total deferred asserts | - 0,510.01 | 0,000.00 | | 2,20011 |
| UNADJUSTED DEBITS: | | | 0 1070 | |
| 723 Rents and insurance premiums paid in advance | \$ 1,615.87 88,872.33 | \$ 363.80 120,606.74 | \$ 1,252.07 | \$ 31,734.4 |
| Total unadjusted debits | | \$ 120,970.54 | | \$ 30,482.3 |
| | | | \$ 230,785.39 | |
| TOTAL | \$8,212,818.42 | \$7,982,033.03 | Φ 250,785.39 | |

STATEMENT NO. 1—(Continued)

GENERAL BALANCE SHEET DECEMBER 31, 1941, COMPARED WITH DECEMBER 31, 1940.

| LIABILITIES | 1941 | 1940 | Increase | Decrease |
|---|--|---|---|-------------------------|
| STOCK: | | | | |
| 751 Capital stock— Actually outstanding at date | \$2,463,600.00 | \$2,463,600.00 | | |
| Total stock | \$2,463,600.00 | \$2,463,600.00 | | |
| GOVERNMENTAL GRANTS: | | | | |
| 754 Grants in aid of construction | \$ 7,700.93 | \$ 7,700.93 | | |
| Total governmental grants | \$ 7,700.93 | \$ 7,700.93 | | |
| CURRENT LIABILITIES: | | | | |
| 760 Audited accounts and wages payable | \$ 13,731.79 46,059.58 3,291.50 2,666.65 115,066.98 | \$ 8,427.81 50,947.65 10,113.00 2,666.65 9,833.86 | \$ 5,303.98 | \$ 4,888.07 6,821.50 |
| Total current liabilities | \$ 180,816.50 | \$ 81,988.97 | \$ 98,827.53 | |
| UNADJUSTED CREDITS: | | 4 02,000.01 | Ψ 00,001.00 | |
| 773 Insurance and casualty reserves | \$ 157,862.79 1,432,224.10 1,492,881.37 100,930.35 43,721.13 | \$ 157,683.57 1,444,605.08 1,473,802.98 97,608.70 25,457.83 | \$ 179.22 19,078.39 3,321.65 18,263.30 | \$ 12,380.98 |
| Total unadjusted credits | \$3,227,619.74 | \$3,199,158.16 | \$ 28,461.58 | |
| CORPORATE SURPLUS: | | | | |
| 779 Additions to property through income and surplus 784 Profit and loss balance | \$ 301,899.41 2,031,181.84 | \$ 299,228.69 1,930,356.28 | \$ 2,670.72 100,825.56 | |
| Total corporate surplus | \$2,333,081.25 | \$2,229,584.97 | \$ 103,496.28 | |
| TOTAL | | | | |

NOTE.—Under an agreement dated August 1, 1939 between Atlanta and West Point Rail Road Company, Southern Railway Company, and H. D. Pollard, as Receiver of the property of Central of Georgia Railway Company and not individually, this company jointly and severally unconditionally guarantees the payment of principal and interest on Atlanta Terminal Company's First Mortgage Bonds, Series A, 4%, dated August 1, 1939, due August 1, 1969, in the amount of \$1,600,000.00.

STATEMENT NO. 2

INCOME ACCOUNT COMPARED WITH PREVIOUS YEAR

| | 1941 | 1940 | Increase | Decrease |
|---|------------------------------|-----------------------------|--------------------------|---------------|
| PERATING INCOME: | | | | |
| 501 Railway operating revenues: | | | | Laval But I'm |
| Transportation-Rail Line: | | | | |
| tot Thatala | #1 WOO 004 90 | \$1,359,662.77 | \$ 437,001.51 | |
| 101 Freight 102 Passenger | \$1,796,664.28 385,918.10 | 295,425.24 | 90,492.86 | |
| 103 Baggage | 1.248.00 | 1,246.71 | | |
| 106 Mail | 79,392.65 62,650.76 | 74,510.12 58,843.23 | 4,882.53 3,807.53 | |
| 108 Other passenger-train | 13,236.85 | 9,682.98 | 3,553.87 | |
| 109 Milk | 20.46 | 48.22 34,611.43 | 9,526.74 | \$ 27.76 |
| 110 Switching | 44,138.17 | | | |
| | \$2,383,269.27 | \$1,834,030.70 | \$ 549,238.57 | |
| Incidental: | | | 0 005 54 | |
| 131 Dining and buffet 133 Station, train and boat privileges 133 Station, | \$ 33,303.02 490.87 | \$ 29,617.48 | \$ 3,685.54 79.33 | |
| 135 Storage-Freight | 559.15 | 1,248.35 | | \$ 689.20 |
| 136 Storage-Baggage | 3.05 | 2.85 7,490.08 | 3,484.95 | |
| 137 Demurrage | 10,975.03 133.64 | 93.23 | 40.41 | |
| 142 Rents of buildings and other property | 15,973.55 | 15,813.75 | 159.80 | |
| 143 Miscellaneous | 1,605.75 | 2,218.71 | | |
| Total incidental | \$ 63,044.06 | \$ 56,895.99 | \$ 6,148.07 | |
| Joint Facility: | | | | Substitute in |
| 151 Joint facility—Credit | \$ 45,050.01 | \$ 36,574.04 | | |
| 152 Joint facility—Debit | — 319.65 | 328.14 | 8.49 | |
| Net joint facility | \$ 44,730.36 | \$ 36,245.90 | \$ 8,484.46 | |
| Total railway operating revenues | \$2,491,043.69 | \$1,927,172.59 | \$ 563,871.10 | |
| 531 Railway operating expenses | | | | |
| I Maintenance of way and structures | \$ 246,475.31 362,988.17 | \$ 240,751.44 326,175.84 | \$ 5,723.87 36,812.33 | |
| II Maintenance of equipment | 108,476.79 | 103,755.54 | 4,721.25 | |
| IV Transportation-Rail line | | 803,838.96 | 159,707.52 6,233.77 | |
| VI Miscellaneous operations | 49,046.57 90,391.43 | 42,812.80 86,009.11 | 4,382.32 | |
| VIII Transportation for investment—Credit | - 574.99 | - 463.73 | | \$ 111.20 |
| Total railway operating expenses | \$1,820,349.76 | \$1,602,879.96 | \$ 217,469.80 | |
| Net revenue from railway operations | \$ 670,693.93 | \$ 324,292.63 | \$ 346,401.30 | |
| 532 Railway tax accruals | \$ 269,200.86 | \$ 154,264.12 | \$ 114,936.74 | |
| Railway operating income | \$ 401,493.07 | \$ 170,028.51 | \$ 231,464.56 | |
| | | | , | |
| Rent Income: | | | | |
| 504 Rent from locomotives | \$ 6,172.42 | \$ 9,309.06 | | \$ 3,136.6 |
| 505 Rent from passenger-train cars | 34,946.22 | 39,197.10 | | 4,250.88 |
| 507 Rent from work equipment | 3,592.62 | 2,110.30 9,635.58 | \$ 1,482.32 1,502.12 | |
| 508 Joint facility rent income | 11,137.70 | 9,030.08 | 1,502.12 | |
| Total rent income | \$ 55,848.96 | \$ 60,252.04 | | \$ 4,403.08 |

STATEMENT NO. 2—(Continued)

INCOME ACCOUNT COMPARED WITH PREVIOUS YEAR

| | | 1941 | | 1940 | Increase | 1 | Decrease |
|--|-----|--|-----|--|--|----|-----------|
| Rents Payable: | | , | | | | | |
| 536 Hire of freight cars—Debit balance 537 Rent for locomotives 538 Rent for passenger-train cars 540 Rent for work equipment 541 Joint facility rents | \$ | 51,399.58 7,668.96 42,121.35 3,193.80 150,821.47 | \$ | 23,156.98 6,160.53 39,667.74 3,124.20 147,056.87 | \$ 28,242.60 1,508.43 2,453.61 69.60 3,764.60 | | |
| Total rents payable | \$ | 255,205.16 | \$ | 219,166.32 | \$ 36,038.84 | | |
| Net rents | \$- | -199,356.20 | \$- | -158,914.28 | | \$ | 40,441.92 |
| Net railway operating income | \$ | 202,136.87 | \$ | 11,114.23 | \$ 191,022.64 | | |
| OTHER INCOME: | | | | | | | |
| 510 Miscellaneous rent income | \$ | 9,127.72 9,289.39 2,000.00 3,613.04 283.78 | \$ | 8,200.36 9,771.49 2,000.00 3,590.51 | \$ 927.36 | \$ | 482.10 |
| Total other income | \$ | 24,313.93 | \$ | 23,562.36 | \$ 751.57 | | |
| Total income | \$ | 226,450.80 | \$ | 34,676.59 | \$ 191,774.21 | | |
| MISCELLANEOUS DEDUCTIONS FROM INCOME: | | | | | | | |
| 543 Miscellaneous rents 544 Miscellaneous tax accruals 551 Miscellaneous income charges | \$ | 240.00 5,933.84 48.29 | \$ | 240.00 5,449.41 - 68.19 | \$ 484.43 116.48 | | |
| Total miscellaneous deductions | \$ | 6,222.13 | \$ | 5,621.22 | \$ 600.91 | | |
| Income available for fixed charges | \$ | 220,228.67 | \$ | 29,055.37 | \$ 191,173.30 | | |
| FIXED CHARGES: | | | - | | | | B. W. |
| 547 Interest on unfunded debt | \$ | 61.87 | \$ | 265.17 | | \$ | 203.30 |
| Total fixed charges | \$ | 61.87 | \$ | 265.17 | | \$ | 203.30 |
| Income balance transferred to Profit and Loss | \$ | 220,166.80 | \$ | 28,790.20 | \$ 191,376.60 | | |

⁻ Minus

STATEMENT NO. 3 PROFIT AND LOSS ACCOUNT

| CREDITS: 601 Balance at beginning of year 602 Credit balance transferred from income 603 Credits from retired road and equipment 606 Donations 607 Miscellaneous credits | \$1,930,356.28 220,166.80 147.00 2,670.72 22.16 |
|---|---|
| Total credits | \$2,153,362.96 |
| DEBITS: 614 Dividend appropriations of surplus 615 Surplus appropriated for investment in physical property 619 Debits from retired road and equipment 621 Miscellaneous debits | \$ 98,544.00 2,670.72 17,643.92 3,322.48 |
| Total debits | \$ 122,181.12 |
| CREDIT BALANCE—December 31, 1941 | \$2,031,181.84 |

STATEMENT NO. 4

DETAIL OF OPERATING EXPENSES FOR THE YEAR ENDED DECEMBER 31, 1941 COMPARED WITH PREVIOUS YEAR

| ACCOUNT | 1941 | 1940 | Increase | Decrease |
|---|---------------|----------------------|--------------|-------------|
| Maintenance of Way and Structures: | | | | |
| 201 Superintendence | \$ 12,749.65 | \$ 12,054.75 | \$ 694.90 | 4 000 00 |
| 202 Roadway maintenance | 21,135.81 | 25,206.60 | | \$ 4,070.79 |
| 208 Bridges, trestles and culverts | 2,302.91 | | | 4,992.53 |
| 209 Bridges, trestles and culverts—Depreciation | 10,448.64 | 10,448.64 | 10 005 00 | |
| 212 Ties | 46,193.62 | 28,188.60 | | 5 695 90 |
| 214 Rails | - 1,924.43 | 3,711.46 | | 5,635.89 |
| 215 Rails—Depreciation | | 9,001.20 2,012.19 | 2,393.70 | |
| 216 Other track material———————————————————————————————————— | | 4,768.44 | | |
| 218 Ballast | | 3,707.21 | 9 471 45 | |
| 220 Track laying and surfacing | 38,470.06 | 33.884.02 | | |
| 221 Fences, snowsheds and signs | 206.13 | 590.94 | 2,000.01 | |
| 227 Station and office buildings | | 5,890.48 | | |
| 228 Station and office buildings—Depreciation | 5,810.28 | 5,810.28 | | |
| 229 Roadway buildings | 3,966.62 | 2,017.66 | 1,948.96 | |
| 230 Roadway buildings—Depreciation | 253.20 | 253.20 | | |
| 231 Water stations | 509.78 | 899.67 | | 389.88 |
| 232 Water stations—Depreciation | 485 .40 | 485.40 | | |
| 233 Fuel stations | 316.14 | 155.18 | 160.96 | |
| 234 Fuel stations—Depreciation | 461.52 | 461.52 | | |
| 235 Shops and enginehouses | 69.98 | 67.49 | 2.49 | |
| 247 Telegraph and telephone lines | 3,728.86 | 3,850.19 | | 121 .33 |
| 248 Telegraph and telephone lines—Depreciation | 1,305.48 | 1,305.48 | | |
| 249 Signals and interlockers | 9,863.92 | | | 1,218.78 |
| 250 Signals and interlockers—Depreciation | 3,269.88 | 3,270.08 | | .20 |
| 257 Power—Transmission Systems | | 06 | 20.23 | 450 B(|
| 269 Roadway machines | | 3,378.53 | 291.35 | 453 .59 |
| 271 Small tools and supplies | | 3,030.07 1,641.71 | | 1,641.71 |
| 272 Removing snow, ice and sand 273 Public improvements—Maintenance | 1,007.35 | | | 338.93 |
| 273 Public improvements—Maintenance | | 1,309.43 | 193.91 | 000.00 |
| 275 Insurance | 000 | 190.78 | 20.12 | |
| 276 Stationery and printing | | 236.18 | 234.00 | |
| 277 Other expenses | | 1,241.17 | | 798.5 |
| 278 Maintaining j'nt tracks, yards and other facilities—Dr. | 47,019.50 | | | |
| 279 Maintaining j'nt tracks, yards and other facilities—Cr. | - 6,456.90 | - 5,618.37 | | 838.58 |
| Total | \$ 246,475.31 | \$ 240,751.44 | \$ 5,723.87 | |
| Maintenance of Equipment: | 0 10 170 60 | e 0.245.09 | e 920 71 | |
| 301 Superintendence | \$ 10,176.63 | \$ 9,345.92 | | |
| 304 Power plant machinery | | 106,605.71 | | |
| 308 Steam locomotives—Repairs | | 65,219.40 | 6,419.09 | |
| 314 Freight-train cars—Repairs | | 40,644.24 | 728.42 | |
| 326 Work equipment—Repairs | | 2,746.09 | 496.26 | |
| 328 Miscellaneous equipment—Repairs | | 59.30 | 205.98 | |
| 329 Equipment—Retirement | | 1,138.11 | | \$ 536.4 |
| 331 Equipment—Depreciation | 57,581.85 | 58,240.34 | | 658.4 |
| 332 Injuries to persons | 981.75 | 776.50 | 205.25 | |
| 333 Insurance | 398.61 | 428.71 | | 30.1 |
| 334 Stationery and printing | 1,481.45 | 747.97 | 733 .48 | |
| 225 Other expenses | 34.03 | 3.98 | 30.05 | |
| 336 Maintaining joint equipment at terminals—Dr. | 44,086.69 | 40,387.81 | 3,698.88 | |
| 337 Maintaining joint equipment at terminals—Cr | — 186.99 | - 168.24 | | 18.7 |
| Total | \$ 362,988.17 | \$ 326,175.84 | \$ 36,812.33 | |

⁻ Minus

STATEMENT NO. 4—(Continued) DETAIL OF OPERATING EXPENSES FOR THE YEAR ENDED DECEMBER 31, 1941 COMPARED WITH PREVIOUS YEAR

| ACCOUNT | | 1941 | | 1940 | Increase | Decrease |
|---|------|-----------------------|-----|------------------------|--|----------|
| Fraffic: | | | _ | | | |
| 351 Superintendence | . \$ | 34,506.41 | \$ | 33,982.29 | \$ 524.12 | |
| 352 Outside agencies | | 58,442.28 | | 53,124.97 | 5,317.31 | |
| 353 Advertising | - | 1,234.42 | | 1,937.75 | | \$ 703 |
| 356 Industrial and immigration bureaus | - | 1,861.60 | | 1,818.92 | 42.68 | |
| 357 Insurance | | 5,246.82 92.00 | | 5,015.50 | 231.32 | 41 |
| 358 Stationery and printing | | 7,093.26 | | 7,742.16 | | 648 |
| Total | \$ | 108,476.79 | \$ | 103,755.54 | \$ 4,721.25 | |
| Fransportation—Rail Line: | | | | | 4 1,181.80 | |
| 371 Superintendence | \$ | 11,908.00 | \$ | 10,115.38 | \$ 1,792.62 | |
| 372 Dispatching trains | | 8,380.49 | | 8,413.22 | 1,100.00 | \$ 32 |
| 5/15 Station employees | | 93,680.50 | | 80,971.70 | 12,708.80 | |
| 374 Weighing, inspection and demurrage bureaus | | 5,011.69 | | 4,951.90 | 59.79 | |
| 376 Station supplies and expenses | | 5,040.38 | | 4,510.81 | 529.57 | |
| 378 Yard conductors and brakemen 379 Yard switch and signal tenders | | 9,366.91 | - | 8,051.47 | 1,315.44 | |
| 380 Yard enginemen | | 70.56 6,267.33 | | 78.51 | | 7. |
| 382 Fuel for yard locomotives | - | 4,980.49 | | 5,434.41 4,283.71 | 832.92 | |
| 385 Water for yard locomotives | | 294.17 | | 336.74 | 696.78 | 42 |
| 386 Lubricants for yard locomotives | | 56.75 | | 46.43 | 10.32 | 40. |
| 387 Other supplies for yard locomotives | | 71.59 | | 48.73 | 22.86 | |
| 388 Enginehouse expenses—Yard | | 1,256.54 | | 1,205.88 | 50.66 | |
| 389 Yard Supplies and expenses | | 11.73 | | 21.86 | 00.00 | 10 |
| 590 Operating joint yards and terminals—Dehit. | 1 | 338,057.26 | | 283,096.34 | 54,960.92 | |
| 391 Operating joint yards and terminals—Credit | _ | 2,606.37 | - | - 2,514.64 | | 91 |
| 392 Train enginemen | | 93,469.45 | | 78,068.51 | 15,400.94 | |
| 394 Fuel for train locomotives | | 171,542.45 | | 131,391.35 | | |
| 397 Water for train locomotives | | 7,690.38 | | 6,355.00 | 1,335.38 | |
| 398 Lubricants for train locomotives | | 3,487.71 | 100 | 2,634.96 | 852.75 | |
| 400 Enginehouse expenses—Train | | 1,676.92 27,527.61 | | 1,688.60 | 4 000 00 | 11 |
| 401 Trainmen | | 105,413.06 | | 23,241.25 | 4,286.36 | |
| 402 Train supplies and expenses | | 27,857.43 | | 86,908.67 26,349.16 | | |
| 404 Signal and interlocker operations | | 6,366.66 | | 6,087.18 | 1,508.27 279.48 | |
| 405 Crossing protection | | 6,394.86 | | 5,013.87 | 1,380.99 | |
| 407 Telegraph and telephone operation | | 962.30 | | 913.03 | 49.27 | |
| 410 Stationery and printing | | 5,798.56 | | 4,546.83 | 1,251.73 | |
| 411 Other expenses | | 165.21 | | 422.09 | 1,001.10 | 256 |
| 412 Operating joint tracks and facilities—Debit | | 11,884.36 | | 11,205.54 | 678.82 | |
| 413 Operating joint tracks and facilities—Credit | - | 7,690.32 | - | - 6,540.97 | | 1,149 |
| 414 Insurance | | 732.14 | | 563.66 | 168.48 | |
| 415 Clearing wrecks | | 780.38 | 100 | 299.77 | | |
| 416 Damage to property | | 3,539.06 | | 1,844.57 | | |
| 417 Damage to stock on right of way 418 Loss and damage—Freight | | 975.12 | | 664.81 | 310.31 | |
| 419 Loss and damage—Baggage | | 5,821.38 180.47 | | 5,997.90 | 140.70 | 176 |
| 420 Injuries to persons | | 7,123.27 | | 31.35 7,099.38 | 149.12 23.89 | |
| Total | \$ | 963,546.48 | \$ | 803.838.96 | \$ 159,707.52 | |
| scellaneous Operations: | - | | | | 200,101.00 | |
| 441 Dining and buffet service | \$ | 42,492.42 | \$ | 36,777.16 | \$ 5,715.26 | |
| 442 Hotels and restaurants | - | 647.48 | Ψ | 529.48 | 118.00 | |
| 445 Producing power sold | | 5,906.67 | | 5,506.16 | 400.51 | |
| Total | \$ | 49,046.57 | \$ | | | |
| eneral: | | 40,040.01 | Ф | 42,812.80 | \$ 6,233.77 | |
| 451 Salaries and expenses of general officers | \$ | 13,032.33 | \$ | 12,168.61 | \$ 863.72 | |
| 452 Salaries and expenses of clerks and attendants | | 48,443.19 | | 46,899.20 | 1,543.99 | |
| 453 General office supplies and expenses | | 5,054.49 | | 5,084.85 | | \$ 30 |
| 454 Law expenses | 1 | 9,528.35 | | 9,291.58 | 236.77 | |
| 155 Insurance 157 Pensions | | 190.11 | | 160.42 | 29.69 | |
| 458 Stationery and printing | | 1,524.83 | | 780.39 | 744.44 | |
| 160 Other expenses. | | 4,747.41 | | 4,443.46 | 303.95 | |
| 461 General joint facilities—Debit | | 1,438.07 6,436.28 | | 1,446.65 | 700.00 | 8 |
| 462 General joint facilities—Credit | _ | | - | 5,736.06 | 700.22 | 1 |
| Total | \$ | 90,391.43 | \$ | 86,009.11 | \$ 4,382.32 | |
| ransportation for investment—Credit | \$- | | \$- | | , | \$ 111 |
| Total railway operating expenses | | | | ,602,879.96 | \$ 217,469.80 | - 111 |
| Ratio of operating expenses to operating revenues—per cent. | | | Φ1 | | Ψ 211,409.80 | |
| The of obeigning expenses to operating reveniles—ber cent | 1 | 73.08 | | 83.17 | A STATE OF THE REAL PROPERTY OF THE PARTY OF | 10 |

STATEMENT NO. 5
TAXES FOR THE YEAR ENDED DECEMBER 31, 1941, COMPARED WITH PREVIOUS YEAR

| | | 1941 | 0 | 1940 | 1 | ncrease | Decrease |
|--|------|------------------------|----|------------|------|------------|----------|
| | 0 | 17 041 76 | Ф | 16,303.19 | æ | 738.57 | |
| State of Georgia | | 17,041.76 22,061.91 | Φ | 22,052.89 | Φ | 9.02 | |
| fulton County | | 321.85 | | 333.77 | | 9.02 | \$ 11.92 |
| Clayton County | | 13.148.95 | | 13,206.60 | | | 57.65 |
| Doweta County | | | | 14,801.12 | | 19.32 | 57.06 |
| Troup County | - | 14,820.44 | | 28.22 | | 19.52 | .50 |
| Chambers County | - | 27.72 | | | | 104 01 | .00 |
| Atlanta, City of | | 8,484.47 | | 8,289.66 | | 194.81 | 5.61 |
| East Point, City of | | 749 .26 | | 754.87 | | | 4.22 |
| College Park, City of | - | 688.25 | | 692.47 | | | 4.22 |
| Jnion City, City of | - | 691.76 | | 695.98 | | | |
| Fairburn, City of | | 1,150.70 | | 1,157.13 | | | 6.43 |
| Palmetto, City of | - | 580.45 | | 584.00 | | | 3.55 |
| Newnan, City of | - | 2,087.63 | | 2,230.94 | | | 143 .31 |
| Moreland, City of | | 114.90 | | 115.60 | | | .70 |
| Grantville, City of | - | 279.71 | | 281.85 | | | 2.14 |
| Hogansville, City of | - | 755.31 | | 763.77 | | | 8.46 |
| LaGrange, City of | - | 2,650.23 | | 2,625.27 | | 24.96 | |
| West Point, City of | | 2,102.66 | | 2,120.27 | | | 17.61 |
| Canett, City of | - | 13.20 | 1 | 13.20 | | | |
| Outside Agencies | - | 4.23 | | 13.21 | | | 8.98 |
| Alabama Use Tax | | 1,476.67 | | 1,624.94 | | | 148.27 |
| Federal Excise Tax | _ | 213.24 | | 108.57 | THE. | 104.67 | |
| U. S. Capital Stock Tax | _ | 5,000.00 | | 1,541.10 | | 3,458.90 | |
| Tax on Per Diem (Mexico) | | 2.48 | | .83 | | 1.65 | |
| U. S. Income Tax | | 8,517.18 | | 266.25 | | 8,250.93 | |
| U. S. Railroad Unemployment Insurance Tax | | 22,038.54 | | 19,491.09 | | 2,547.45 | |
| U. S. Railroad Retirement Tax | | 22,038.91 | | 19,608.39 | | 2,430.52 | |
| U. S. Payroll Taxes paid Foreign Lines (Net) | | 24,541.82 | | 21,636.09 | | 2,905.73 | |
| | - | | - | | - | | |
| Total taxes paid during year | - \$ | 171,604.23 | \$ | 151,341.27 | \$ | 20,262.96 | |
| Taxes accrued but not paid during the year: | - | | | | 0 | 10.000 10 | |
| State of Georgia Income Tax | - 8 | 16,907.16 | | 0 000 05 | \$ | 16,907.16 | |
| U. S. Income Tax | | 85,311.84 | \$ | 8,673.35 | | 76,638.49 | |
| Adjustments | - | 1,311.47 | | 301.09 | | 1,612.56 | |
| Total Tax Accruals | - \$ | 275,134.70 | \$ | 159,713.53 | \$ | 115,421.17 | |
| CHARGED: | 1/4 | | | | | | |
| 532 Total Railway Tax Accruals | - \$ | 269,200.86 | \$ | 154,264.12 | \$ | 114,936.74 | |
| 544 Total Miscellaneous Tax Accruals | - | 5,933.84 | 1 | 5,449.41 | | 484.43 | |
| | - | | - | | | | |
| Total. | \$ | 275,134.70 | \$ | 159,713.53 | \$ | 115,421.17 | |

⁻ Minus.

STATEMENT NO. 6 INVESTMENT IN ROAD AND EQUIPMENT FOR THE YEAR ENDED DECEMBER 31, 1941

| | ROAD | Additions | Retirements | N | let Totals |
|--|--|--|---|----|---|
| 1 2 3 6 8 9 10 11 12 37 38 | Engineering Land for transportation purposes Grading Bridges, trestles and culverts Ties Rails Other track material Ballast. Track laying and surfacing Roadway machines Roadway small tools | 2,352.29 7,951.23 4,568.00 2,729.14 1,114.92 | \$ 7,922.88 181.65 377.12 109.31 199.06 123.82 774.00 | \$ | 40.64 5,249.91 401.52 789.94 1,975.17 7,841.92 4,368.94 2,729.14 991.10 985.24 285.00 |
| | Total expenditures for road. | \$ 24,846.54 | \$ 9,687.84 | \$ | 15,158.70 |
| | EQUIPMENT | | | | |
| 51 53 54 57 58 | Steam locomotives Freight-train cars Passenger-train cars Work equipment Miscellaneous Equipment | | \$ 64,813.23 | \$ | 14,486.99 79,015.25 10,297.71 1,254.07 344.25 |
| | Total expenditures for equipment | \$ 171,718.90 | \$ 66,320.63 | \$ | 105,398.27 |
| | Total expenditures for road and equipment | \$ 196,565.44 | \$ 76,008.47 | \$ | 120,556.97 |

-Minus

RAILWAY OPERATING REVENUES BY MONTHS, YEAR ENDED DECEMBER 31, 1941, AND TOTALS COMPARED WITH PRECEDING YEAR STATEMENT NO. 7

| MONTH | Freight | Passenger | Mail | Express | All Other Transpor- tation Rail Line | Incidental | Joint Facility Credit | Joint Facility Debit | Total Railway Operating Revenues |
|---|---|--|---|---|--|---|---|---|--|
| January February March April May June July September October November | \$ 123,444.27 122,607,55 145,336.48 137,881.03 138,835.47 144,947.74 153,098.38 160,885.36 171,845.78 178,849.31 159,537.58 | \$ 35,666.04 25,119.45 31,039.18 30,291.09 27,235.73 28,798.46 31,069.12 34,618.17 29,338.76 35,559.53 35,952.03 | \$ 5,811.09 4,768.85 5,123.76 7,434.60 5,526.33 6,187.97 8,503.94 6,067.95 8,020.96 7,040.20 8,687.63 | \$ 4,246.21 4,409.57 6,670.72 6,867.26 6,396.01 5,453.69 3,347.78 4,083.00 5,706.65 5,664.05 3,845.06 5,960.76 | \$ 3,816.08 5,059.12 4,029.27 6,079.15 4,460.91 3,888.95 3,282.53 4,613.69 4,711.94 10,101.35 3,598.29 5,992.20 | \$ 5,142.74 5,280.17 5,316.26 4,889.64 4,288.06 4,283.69 6,887.07 6,887.07 6,462.47 | \$ 3,585.03 2,711.99 3,506.36 3,276.16 3,077.04 4,161.90 4,290.98 4,582.59 | \$ 25.83 26.75 27.00 26.61 14.43 40.04 14.15 26.74 39.27 14.15 39.27 14.15 38.96 26.72 | \$ 181,685.63 169,929.95 200,817.16 196,118.94 191,257.68 196,611.87 207,743.19 227,701.86 229,7201.86 229,359.10 219,059.30 |
| Totals year ended Dec. 31, 1941 | \$1,796,664.28 | \$ 385,918.10 | \$ 79,392.65 | \$ 62,650.76 | \$ 58,643.48 | \$ 63,044.06 | \$ 45,050.01 | \$ 319.65 | \$2,491,043.69 |
| | \$1,359,662.77 \$ 437,001.51 \$ | \$ 295,425.24 | \$ 74,510.12 | \$ 58,843.23 | \$ 45,589.34 \$ 13,054.14 | \$ 56,895.99 | \$ 36,574.04 | \$ 328.14 | \$ 563,871.10 |
| Per cent of increase or decrease | 32.1 | 30.6 | 9.9 | 6.5 | 58.6 | 10.8 | 23.53 | 0.3 | 29.3 |

RAILWAY OPERATING EXPENSES AND NET REVENUE FROM RAILWAY OPERATIONS BY MONTHS, YEAR ENDED DECEMBER 31, 1941 AND TOTALS COMPARED WITH PRECEDING YEAR STATEMENT NO. 8

| MONTH | Mainte- nance of Way and Structures | Mainte- nance of Equipment | Traffic | Transportation Rail Line | Miscellan's Operations | General | Transportation for Investment Credit | Total Railway Operating Expenses | Net Revenue From Railway Operations | Ratio Operating Expenses to Operating Revenues |
|---|--|--|--|---|---|---|--|---|--|--|
| January- February March April May June July- August September October *December | \$ 20,028.58 13,885.05 17,690.51 20,224.96 21,551.82 20,838.82 21,168.82 17,040.00 21,046.00 25,978.24 29,244.12 | \$ 26,479.04 26,129.77 26,129.77 29,453.93 32,106.00 30,007.78 33,085.90 33,085.90 31,271.96 29,507.60 30,005.15 | \$ 8,114.16 8,785.04 9,205.71 8,810.21 9,147.05 8,934.95 8,829.57 9,050.58 8,829.57 9,050.58 8,837.97 8,914.61 10,771.63 | \$ 71,979,95 66,704.76 74,578.37 75,562.90 75,669.87 78,307.69 78,307.69 85,230.26 85,230.26 82,859.89 119,739.10 | \$ 3,796 64 4,244.91 3,780.50 4,482.72 3,565.28 4,095.03 4,137.08 4,323.50 6,103.75 | \$ 7,423 34 6,963.15 7,170.49 7,211.04 7,021.17 7,211.92 7,359.23 7,359.23 7,029.61 8,191.76 6,443.12 | 3 .40 563.74 | \$ 137,813 86 126,377.62 138,962 13 144,746 54 149,969 53 144,603 98 151,811.14 147,012 93 148,884.57 157,210 21 157,304.57 215,752 68 | \$ 43,871,77 43,552.33 61,855.03 51,372.40 41,288.15 52,107.89 55,932.05 77,960.28 78,317.29 92,148.89 61,754.73 | 75.85 74.37 69.20 73.81 73.50 73.08 67.14 66.53 63.05 71.81 |
| Totals year ended Dec. 31, 1941 | \$246,475.31 \$362,988.17 | 1 | \$108,476.79 | \$963,546.48 \$ 49,046.57 | \$ 49,046.57 | \$ 90,391.43 | \$ 574.99 | \$1,820,349.76 | \$ 670,693.93 | 73.08 |
| Totals year ended Dec. 31, 1940 | \$240,751.44 | \$326,175.84 | \$103,755.54 | \$803,838.96 | \$ 42,812.80 | \$ 86,009.11 | \$ 463.73 | \$1,602,879.96 | \$ 324,292.63 | 83.17 |
| Increase | \$ 5,723.87 | \$ 36,812.33 | \$ 4,721.25 | \$159,707.52 | \$ 6,233.77 | \$ 4,382.32 | \$ 111.26 | \$ 217,469.80 | \$ 346,401.30 | 10.09 |
| Per cent of increase or decrease. | 2.4 | 11.3 | 4.5 | 19.9 | 14.6 | 5.1 | 24.0 | 13.6 | 106.8 | 12.1 |

^{*-}December operating expenses include wage awards retroactive to September 1, 1941, granted by the President's Mediation Board, in the approximate amount of \$45,576.

STATEMENT NO. 9 REVENUE PASSENGER TRAFFIC STATISTICS FOR THE YEAR ENDED DECEMBER 31, 1941 COMPARED WITH PREVIOUS YEAR

| | | | Increase or Decr | ease |
|---|-------------|-------------|------------------|---------|
| | 1941 | 1940 | Amount | Percent |
| 1 Number of passengers carried | 276,449 | 228,873 | 47,576 | 20.79 |
| 2 Number of passengers carried one mile | 20,709,832 | 16,707,533 | 4,002,299 | 23.96 |
| 3 Number of passengers per mile of road (Average) | 3,214 | 2,661 | 553 | 20.79 |
| 4 Number of pass. carried one mile per mile of road | 240,784 | 194,251 | 46,533 | 23.96 |
| 5 Number of passengers in each train (Average) | 91 | 77 | 14 | 18.18 |
| 6 Number of passengers in each car (Average) | 14 | 12 | 2 | 16.67 |
| 7 Average distance each passenger (Miles) | 74.91 | 73.00 | 1.91 | 2.62 |
| 8 tPassenger service train revenue per mile of road | \$ 6,307.02 | \$ 5,112.85 | \$ 1,194.17 | 23.36 |
| 9 †Passenger service train revenue per pass. train mile | 2.09 | 1.71 | 0.38 | 22.22 |
| 10 Passenger service train revenue per pass. car mile | 0.23467 | 0.20864 | 0.20603 | 12.48 |
| 11 *Revenue per passenger per mile | 0.01863 | 0.01768 | 0.00095 | 5.37 |
| 12 *Revenue per passenger | 1.40 | 1.29 | 0.11 | 8.53 |

^{*} Revenue excludes mail, express, excess baggage, other passenger-train and milk.

STATEMENT NO. 10 REVENUE FREIGHT STATISTICS FOR THE YEAR ENDED DECEMBER 31, 1941 COMPARED WITH PREVIOUS YEAR

| | | | Increase or Deci | ease |
|--|-------------|-------------|------------------|---------|
| | 1941 | 1940 | Amount | Percent |
| 1 Number of tons carried | 1,887,727 | 1,429,060 | 458,667 | 32.10 |
| 2 Number of tons carried one mile | 135,237,974 | 101,830,719 | 33,407,255 | 32.82 |
| 3 Number of tons per mile of road (Average) | 20,873 | 15,801 | 5,072 | 32.10 |
| 4 Number of tons carried one mile per mile of road | 1,495,533 | 1,125,948 | 369,585 | 32.82 |
| 5 Number of tons in each train (Average) | 468.07 | 419.82 | 48.25 | 11.49 |
| 6 Number of tons in each loaded car (Average) | 21.17 | 19.96 | 1.21 | 6.06 |
| 7 Average distance one ton carried (Miles) | 71.64 | 71.26 | 0.38 | 0.53 |
| 8 Revenue per ton per mile | \$ 0.01329 | \$ 0.01335 | \$ 0.00006 | 0.04 |
| 9 Revenue per mile of road | 19,865.81 | 15,033.87 | 4,831.94 | 32.14 |
| 10 Revenue per freight train mile | 6.93 | 6.67 | 0.26 | 3.90 |
| 11 Revenue per freight car mile—Loads | 0.28130 | 0.26651 | 0.01479 | 5.55 |
| 12 Revenue per freight car mile—Total | 0.21332 | 0.19809 | 0.01523 | 7.69 |
| 13 Revenue per ton | 0.95 | 0.95 | | |

STATEMENT NO. 11

OPERATING REVENUES, OPERATING EXPENSES AND NET REVENUE PER MILE OF ROAD FOR THE YEAR ENDED DECEMBER 31, 1941 COMPARED WITH THE PREVIOUS YEAR

| | | | Increase or D | ecrease |
|---|----------------------------------|----------------------------------|---------------------------------|--------------------------|
| | 1941 | 1940 | Amount | Percent |
| Railway operating revenues per mile of road | \$ 26,716.47 4.79 | \$ 20,668.95 4.18 | \$ 6,047.52 0.61 | 29 .26 14 .59 |
| Railway operating expenses per mile of road | \$ 19,523.27 3.50 73.08 | \$ 17,190.90 3.48 83.17 | \$ 2,332.37 0.02 10.09 | 13.57 0.57 12.13 |
| Net revenue per mile of road | \$ 7,193.20 1.29 26.92 | \$ 3,478.05 0.70 16.83 | \$ 3,715.15 0.59 10.09 | 106.82 84.28 59.95 |
| Railway operating expenses and taxes per mile of road Railway operating expenses and taxes per rev. train mile Per cent of operating expenses and taxes to total revenues | 22,410.45 4.02 83.88 | \$ 18,845.39 3.82 91.18 | \$ 3,565.06 0.20 7.30 | 18.92 5.24 8.01 |

⁻Decrease and /or minus.

[‡] Revenue includes mail, express, excess baggage, other passenger-train and milk.

STATEMENT NO. 12

PASSENGER TRANSPORTATION STATISTICS FOR THE YEAR ENDED DECEMBER 31, 1941 COMPARED WITH PREVIOUS YEAR

(Combined with The Western Railway of Alabama)

| | 1941 | 1940 | Increase or | Decrease |
|--|-----------|-----------|-------------|----------|
| | | 1010 | Amount | Per Cent |
| No. of trains run | 3,050 | 2,998 | 52. | 1.73 |
| No. of trains run daily (Average) | 8.4 | 8.2 | .2 | 2.44 |
| No. of miles run by trains | 518,174 | 511,278 | 6,896 | 1.35 |
| No. of miles run by trains daily (Average) | 1,419.7 | 1,396.9 | 22.8 | 1.63 |
| No. of miles run by each train (Average) | 169.9 | 170.5 | 6 | 35 |
| No. of cars per train mile (Average) | 8.9 | 8.2 | 7 | 8.54 |
| No. of cars moved | 27,145 | 24,584 | 2,561 | 10.42 |
| No. of cars moved daily (Average) | 74.4 | 67.2 | 7.2 | 10.71 |
| No. of miles run by cars—passenger | 4,579,930 | 4,194,338 | 385,592 | 9.19 |
| No. of miles run by cars—freight | 8,626 | 507 | 8.119 | 1,601.38 |
| No. of miles run by cars—total | 4,588,556 | 4,194,845 | 393,711 | 9.39 |
| No. of miles run by cars daily (Average) | 12,571.4 | 11,461.3 | 1,110.1 | 9.69 |
| No. of miles run per car per day (Average) | 169.0 | 170.6 | - 1.6 | 94 |

STATEMENT NO. 13

FREIGHT TRANSPORTATION STATISTICS FOR THE YEAR ENDED DECEMBER 31, 1941 COMPARED WITH PREVIOUS YEAR

(Combined with The Western Railway of Alabama)

| | | | Increase of | Deci | rease |
|---|--------------------|--------------------|-------------|-------|---------------|
| | 1941 | 1940 | Amount | Per | Cent |
| No. of trains run No. of trains run daily (Average) | 6,964 19.1 | 5,686 15.5 | 1,278 | | 22.48 |
| No. of miles run by trains | 606,789 | 465,882 | 3.6 | | 23 .23 30 .25 |
| No. of miles run by trains daily (Average) | 1,662.4 | 1,272.9 | 389.5 | | 30.60 |
| No. of miles run by each train (Average) | 87.1 | 81.9 | 5.2 | | 6.35 |
| No. of cars per train mile, loaded (Average) | 21.6 | 22.1 | 5 | _ | 2.26 |
| No. of cars per train mile, empty (Average) | 6.7 | 7.5 | - 8 | _ | 10.67 |
| No. of cars per train mile—passenger (Average) | .3 | .3 | | | 10.01 |
| No. of cars per train mile—total (Average) | 28.6 | 29.9 | - 1.3 | _ | 4.35 |
| No. of cars per train mile, total (Average) (Including caboose) | 29.6 | 31.0 | - 1.4 | - | 4.52 |
| No. of cars moved, loaded | 150,422 | 125,661 | 24,761 | | 19.70 |
| No. of cars moved, empty | | 42,645 | 4,014 | | 9.41 |
| No. of cars moved—passenger | 2,089 | 1,706 | 383 | | 22.45 |
| No. of cars moved, total | 199,170 | 170,012 | 29,158 | 30 | 17.15 |
| No. of cars moved, daily (Average) | 545.7 | 464.5 | 81.2 | | 17.48 |
| | 13,129,922 | 10,309,746 | 2,820,176 | | 27.35 |
| No. of miles run by cars, empty No. of miles run by cars—passenger | | 3,490,267 | 572,559 | | 16.40 |
| No. of miles run by caboose cars | 186,998 608,920 | 152,147 | 34,851 | | 22.91 |
| No. of miles run by cars, total | 17,988,666 | 467,098 | 141,822 | | 30.36 |
| No. of miles run per car per day in trains | 87.3 | 14,419,258 82.1 | 3,569,408 | | 24.75 6.33 |
| No. of miles run by cars in each train, loaded (Average) | | 1,813.2 | 72.2 | | 3.98 |
| No. of miles run by cars in each train, empty (Average) | 583.4 | 613.8 | - 30.4 | | 4.95 |
| No. of miles run by cars in each train, passenger (Average) | 26.9 | 26.8 | .1 | | .37 |
| No. of miles run by cars in each train, all classes (Average) | 2,495.7 | 2.453.8 | 41.9 | | 1.71 |
| Per cent of loaded car mileage to total car mileage | 76.4 | 74.7 | 1.7 | 3 3 7 | 2.28 |

-Decrease.

STATEMENT NO. 14 CLASSIFIED LOCAL AND THROUGH TONNAGE MOVED DURING THE YEAR ENDED DECEMBER 31, COMPARED WITH PRECEDING YEAR

| | | YE, | AR | ENDED DECEMBER | MBER 31. | . 1941 | | | YEA | R ENDE | YEAR ENDED DECEMBER 31, 1940 | BER 31, | 1940 | |
|--|--------------------------|--|--|---|---|---|--|---|--------------------------------------|---|---|---|--|--|
| COMMODITY | Revenue Origina Li | Revenue Freight Originating on Line | 2 | Revenue Freight Received From Connecting Carriers | | | | Revenue Freight Originating on Line | Freight ing on | Revenue Freight Received From Connecting Carriers | renue Freight ceived From Connecting Carriers | | Total Revenue Freight Carried | |
| | No. Car Loads | No. of Tons 2,000 lbs. | No. Car Loads | No. of Tons 2,000 lbs. | No. Car Loads | No. of Tons 2,000 lbs. | P/C to Total Tons | No. Car Loads | No. of Tons 2,000 lbs. | No. Car Loads | No. of Tons 2,000 lbs. | No. Car Loads | No. of Tons 2,000 lbs. | P/C to Total Tons |
| Products of Agriculture: (10) Wheat (10) Corn (10) Corn (10) Corn (10) Corn (10) Corn (10) Corn (10) Cort (1 | 876 816 817 517 | 34 34 12 10,950 1,581 5,636 | 6 15 659 814 249 67 67 67 67 6937 66,937 728 6904 914 1,379 880 280 286 286 286 883 | 91 11, 299 11, 246 5, 034 1, 084 1, 100 13, 331 19, 139 10, 543 8, 077 13, 331 19, 139 10, 543 8, 677 18, 677 | 659 659 820 820 827 7,813 7,813 1,431 1,431 1,431 1,379 881 296 881 882 883 883 883 884 | 91 11, 289 11, 280 17, 280 5,046 1,084 165,140 165,140 14,945 8,077 18,967 18,967 19,139 10,548 8,078 | 0.02 0.03 0.04 0.04 0.04 0.04 0.04 0.04 0.05 0.05 | 1,206 | 49 27 16,648 1,325 3,817 | 20 50 666 921 330 41 44 44,979 622 1,152 764 836 203 584 | 30 457 11,047 11,321 18,215 6,454 6,454 14,501 14,501 16,020 6,021 11,224 10,020 5,906 11,339 | 1 20 50 666 928 332 41 41 44 6,185 782 389 1,401 764 836 203 | 30 457 1,047 11,321 18,264 6,481 6,481 11,789 11,789 11,789 11,224 11,224 11,224 11,224 11,414 | 0.03 0.03 0.04 0.04 0.04 0.03 0.03 0.03 |
| : | 1,49 | 18,283 | 14,180 | 279,532 | 15,671 | 297,815 | 15.78 | 1,627 | 21,941 | 11,602 | 208,178 | 13,229 | 230,119 | 16.10 |
| Products of Animals: Horses and mules(170) Clattle and calves(180 & 181) | 11 | 122 | 228 | 1,941 | 239 | 2,063 | 0.11 | 7 | 98 | 15 265 | 198 2,489 | 15 272 | 198 | 0.01 |
| ouse products(220 tdressed | 219 | 145 145 3,279 12 20 | 448 448 448 6 97 393 85 88 | 263 5,315 7,184 69 1,125 5,907 639 475 1,559 | 498 459 459 612 612 87 | 263 7,329 7,329 69 1,125 9,186 651 475 1,579 | 0.28 0.39 0.49 0.04 0.03 0.03 | 245 5 | 41 48 48 3,666 | 11 420 361 4 1122 401 42 113 13 | 137 4,577 5,554 1,493 5,866 313 263 750 | 11 422 366 4 122 646 648 13 | 137 4,618 5,602 45 1,493 9,532 313 263 750 | 0.01 0.33 0.39 0.02 0.02 0.02 0.05 |
| Total | 245 | 3,586 | 1,896 | 24,477 | 2,141 | 28, 63 | 1.49 | 259 | 3,841 | 1,702 | 21,685 | 1,961 | 25,526 | 1.79 |
| Products of Mines: Bituminous coal (300) Coke (310) Iron ore (320) Other ores and concentrates (320 to 333 inc.) Clay, gravel, sand and stone (350 to 353 inc.) Crude petroleum (350 to 353 inc.) Crude petroleum (360 to 353 inc.) Salt (360) Phosphate rock (360) Other products of mines (391 & 392) Total (391 & 392) | 03 44 | 111 45 | 2,654 623 1,179 3,132 443 535 176 669 669 | 131,100 21,850 77,350 159,592 15,306 9,380 82,155 462,286 | 2,656 623 1,179 3,132 443 535 176 671 9,415 | 131,211 21,850 77,350 159,592 15,306 9,380 32,200 | 6.95 1.16 410 8.45 0.82 0.81 0.50 1.71 24.50 | 1 39 39 | 918 | 2,981 587 2,550 2,550 2,550 241 520 247 676 8,366 | 149,777 20,098 68 39,590 130,022 437 7,923 16,642 13,646 31,331 | 2,982 587 2,587 2,589 115 241 520 520 520 520 547 678 | 149,824 20,098 68 39,590 130,940 7,923 16,642 13,646 31,414 | 10.48 1.41 2.77 9.16 0.05 1.16 0.96 2.20 28.73 |

STATEMENT NO. 14—(Continued)

CLASSIFIED LOCAL AND THROUGH TONNAGE MOVED DURING THE YEAR ENDED DECEMBER 31, COMPARED WITH PRECEDING YEAR

| | | YEAR | AR ENDED | ED DECEMBER | MBER 31, | , 1941 | | | YEAR | AR END | ENDED DECEMBER 31, | MBER 31 | 1940 | |
|--|---|---|---|--|---|--|------------------------------|---|---------------------------------|---------------------------|--|--------------------------------|--|-------------------------------|
| COMMODITY | Revenue F Originati Line | Revenue Freight Originating on Line | Receiv Con Cal | Received Freight Received From Connecting Carriers | | Total Revenue Freight Carried | | Revenue Freight Originating on Line | Freight ting on | Revenu Receiv Con | Revenue Freight Received From Connecting Carriers | | Total Revenue Freight Carried | |
| | No. Car Loads | No. of Tons 2,000 lbs. | No. Car Loads | No. of Tons 2,000 lbs. | No. Car Loads | No. of Tons 2,000 lbs. | P/C to Total Tons | No. Car Loads | No. of Tons 2,000 lbs. | No. Car Loads | No. of Tons 2,000 lbs. | No. Car Loads | No. of Tons 2,000 lbs. | P/C to Total Tons |
| Products of Forests: Logs, posts, poles and cord wood(400 to 402 inc.) Ties, Railroad(410) Pulb, wood | 20 14 | 521 | 121 92 | 3,114 | 141 106 | 3,635 | 0.19 | 30 | 758 | 22. | 636 | 52 26 | 1,394 | 0.10 |
| oer, box shooks, staves gs. (430 to 432 ets of forests. (440 to 443 | 761 | 18,074 | 4,640 | 118,828 5,990 | 5,401 | 136,902 5,996 | 7.25 | 507 | 10,841 | 2,683 | 65,297 3,811 | 3,190 | 76,138 | 5.33 |
| Total | 964 | 18,993 | 2,106 | 130,791 | 5,902 | 149,784 | 7.93 | 540 | 11,650 | 2,880 | 70,358 | 3,420 | 82,008 | 5.74 |
| Manufactures and Miscellaneous: Refined petroleum and its products. (450 to 453 inc.) Vegetable oils(460 to 462 inc.) Sugar, syrup, glucose and molasses (470 to 472 inc.) Iron and steel(490 & 491) | 40 | 1,225 | 5,045 345 780 85 | 139,500 10,209 25,483 3,738 | 5,052 385 781 85 | 139,657 11,434 25,492 3,738 | 7.40 0.61 1.35 0.20 | 66 | 2,081 | 3,267 216 592 65 | 90,083 6,201 17,864 3,015 | 3,268 282 593 65 | 90,105 8,282 17,885 3,015 | 6.31 0.58 1.25 0.21 |
| Rails and fastenings(500) Iron and steel articles(510 to 513 inc.) Other metals, pig, bar and sheet(520 to 523 inc.) | 23 264 1 | 6,460 | 2,122 10 | 4,186 59,213 142 | 138 2,386 11 | 4,753 65,673 147 | 3.48 | 41 250 | 1,313 | 1,395 | 2,010 36,838 128 | 1,645 | 3,323 42,821 | 3.00 |
| Machinery and bollers | 27 | 356 | 392 2,429 328 548 | 5,931 88,507 11,280 | 2,438 | 6,287 88,674 11,280 | | 19 | 240 | 296 1,670 281 | 4,463 51,317 9,248 | 1,670 | 4,703 51,317 9,424 | 3.59 |
| irain tile (not metal) | 22 | 376 | 126 | 2,123 | 148 | 2,499 | 0.13 | 11 | 160 | 18 | 1,499 | 88 | 1,659 | 0.11 |
| and parts(580 to 582 inc.) Railway wheels, axles and trucks(583) Automobiles, trucks and parts(590 to 593 inc.) | 8 20 | 129 | 149 43 | 2,664 1,426 3,720 | 157 63 443 | 2,793 | 0.15 | 13 | 90 | 112 19 305 | 1,689 | 32 32 305 | 1,779 | 0.12 |
| miture | 95 | 903 | 787 | 7,139 | 322 | 8,042 | | 99 | 589 | 522 | 4,295 | 588 | 4,884 | 0.34 |
| 106 | 30 | 758 | 892 | 36,563 | 1,239 | 1,394 | 2.53 | 308 | 9,653 | 538 | 21,379 | 16 846 65 | 391 | 2.17 |
| products products (690 t | 1,193 73 2,044 | 293 14,883 735 37,036 | 3,297 977 10,091 | | 810 4,490 1,050 12,135 | 41,515 52,637 23,921 261,842 | | 36 720 78 1,578 | 1,488 9,057 868 28,415 | 2,194 804 6,844 | | 1,033 2,914 882 8,422 | 50,078 33,595 20,113 183,761 | 3.50 2.35 1.41 12.86 |
| Total | 4,221 | 600,97 | 30,212 | 753,670 | 34,433 | 829,679 | 43.95 | 3,203 | 60,485 | 21,094 | 520,601 | 24,297 | 581,086 | 40.66 |
| Grand Total, Carload Traffic | 6,757 | 117,027 | 60,805 | 1,650,756 | 67,562 | 1,767,783 | 93.65 | 5,671 | 98,965 | 45,644 | 1,230,356 | 51,315 | 1,329,321 | 93.02 |
| Grand Total, Carload and L. C. L. Traffic | 1 | 153,351 | 1 | 1,734,376 | 1 | 1,887,727 | 100.001 | | 127,525 | | 1,301,535 | | 1,429,060 | 100.00 |

STATEMENT NO. 15 OPERATING STATISTICS FOR YEAR ENDED DECEMBER 31, 1941, COMPARED WITH PRECEDING YEAR

| | 1941 | 1940 | Increase | Decrease | Pc. Inc. or Dec. |
|---|----------------|---------------|---------------|-----------|---------------------|
| MILEAGE: Miles of road operatednumber MAINTENANCE OF WAY AND STRUCTURES: | | 93.24 | | | |
| Total charges | \$ 246,475.31 | \$ 240,751.44 | \$ 5,723.87 | | 2.4 |
| Ratio to operating revenuesper cent | 9.89 | 12.49 | 13,132 | 2.60 | 20.8 |
| Ratio to operating expensesper cent | 13.54 | 21.422 | 19 190 | 1.48 | 9.9 |
| Cross-tie renewalsnumber Cross-tie renewals per mile of road maintainednumber | 34 ,554 381 | 236 | 45 | | 19.1 |
| Steel rails laid replacements and bettermentstons | 297 | 162 | 135 | | 83.3 |
| Ballast placed in trackcubic yards | 10,342 | 4,393 | 5,949 | | 135 .4 |
| Total charges | \$ 362,988.17 | \$ 326,175.84 | \$ 36,812.33 | | 11.3 |
| Ratio to operating revenuesper cent | 14.57 | 16.93 | | 2.36 | 13.9 |
| Ratio to operating expensesper cent | 19.94 | 20.35 | | 0.41 | 2.0 |
| #Average Locomotives on hand during yearnumber †Repairs per locomotive, excluding depreciation and retire- | | | | | 8.5 |
| ments | \$ 7,769.30 | \$ 5,618.78 | \$ 2,150.52 | | 38.2 |
| ments | \$ 8,834.75 | \$ 6,660.31 | \$ 2,174.44 | | 38.6 |
| preciation and retirements | 21.82 | 19.49 | 2.33 | | 11.9 |
| preciation and retirementscents Average Passtrain cars on hand during year,number | 25 .08 25 | 23.31 25 | 1.77 | | 7.6 |
| †Repairs per passenger-train car, excluding depreciation and retirements | \$ 1.773.94 | \$ 1,838.46 | | \$ 64.52 | 3.5 |
| ‡Repairs per passenger-train car, including depreciation and retirements | \$ 2.310.23 | \$ 2,369.40 | | \$ 59.17 | 2.4 |
| TRAFFIC EXPENSES: Total charges | # 100 AMA MO | @ 100 PEE E4 | 0 4 501 05 | | 4.5 |
| Ratio to operating revenuesper cent | \$ 108,476.79 | 5 38 | \$ 4,721.25 | 1.02 | 19.0 |
| Ratio to operating revenuesper cent | 5.96 | 6.47 | | | 7.9 |
| TRANSPORTATION EXPENSES: | 0.00 | 0.11 | | 0.01 | 1.0 |
| Total charges | \$ 963,546.48 | \$ 803,838.96 | \$ 159,707.52 | | 19.9 |
| Ratio to operating revenuesper cent | 38.68 | 41.71 | | 3.03 | 7.3 |
| Ratio to operating expensesper cent | 52.93 | 50.15 | | | 5.5 |
| Cost per revenue train milecents *Locomotive costs per revenue mile run: | 185.46 | 174.54 | 10.92 | | 6.3 |
| Enginemencents | 16.35 | 15.52 | 0.83 | | 5.3 |
| Engine house expensescents | 4.72 | 4.55 | 0.17 | | 3.7 |
| Fuelcents | 28.93 | 25.22 | 3.71 | | 14.7 |
| Watercents | 1.24 | 1.24 | | | |
| Lubricantscents | 0.58 | 0.50 | 0.08 | | 16.0 12.5 |
| Other suppliescents Total locomotive costs per revenue mile runcents | 0.28 52.10 | 0.32 47.35 | 1 75 | 0.04 | 10.0 |
| *Miles run per locomotivenumber | 35,470 | 24,673 | | | 43.8 |
| *Miles run per ton of coalnumber | 12.81 | 13.80 | 10,101 | 0.99 | 7.2 |
| *Coal consumedtons Train costs per revenue mile run: | 47,631 | 38,975 | 8,656 | | 22.2 |
| Trainmencents | 20.29 | 18.87 | 1.32 | | 7.0 |
| Train supplies and expensescents | 5.36 | 5.72 | 1.00 | 0.36 | 6.3 |
| Total train costs per mile run cents MISCELLANEOUS OPERATIONS: | 25.65 | 24.59 | 1.06 | | 4.3 |
| Total charges | \$ 49,046.57 | \$ 42,812.80 | \$ 6,233.77 | | 14.6 |
| Ratio to operating revenuesper cent | 1.97 | 2.22 | | 0.25 | 11.3 |
| Ratio to operating expensesper cent GENERAL EXPENSES: | 2.69 | 2.67 | 0.02 | | 0.7 |
| Total charges | | \$ 86,009.11 | \$ 4,382.32 | | 5.1 |
| Ratio to operating revenuesper cent | 3.63 | 4.46 | | 0.83 | 18.6 7.4 |
| Ratio to operating expensesper cent TRANSPORTATION FOR INVESTMENT—CR.: | 4.97 | 5.37 | | 0.40 | 1.4 |
| | \$ 574.99 | \$ 463.73 | | \$ 111.26 | 24.1 |
| | | | | | W |

^{*}Includes Yard Locomotives. ‡Combined with W. Ry. of Ala. #3 Locos. leased to A. Jt. Term. excluded.

STATEMENT NO. 16

TRAIN, LOCOMOTIVE AND CAR MILEAGES FOR THE YEAR ENDED DECEMBER 31, 1941, COMPARED WITH PREVIOUS YEAR

| | CLASS | 1941 | 1940 | Increase or Decrease | Per Cent Inc. or Dec. |
|--------|---|----------------|----------------|----------------------|--------------------------|
| atom r | TRAIN MILES | | | | |
| 801 | Freight—OrdinaryFreight—Light | 259,316 133 | 203,762 | 55,554 133 | 27.26 |
| 802 | Passenger Train Miles | 260,088 | 256,796 | 3,292 | 1.28 |
| | Total Revenue Service Train Miles | 519,537 | 460,558 | 58,979 | 12.81 |
| | Total Non-Revenue Service Train Miles | 315 | 210 | 105 | 50.00 |
| | TOTAL TRAIN MILES. | 519,852 | 460,768 | 59,084 | 12.82 |
| | LOCOMOTIVE MILES | | | | |
| 811 | Freight—Principal | 259,449 | 203,762 | 55,687 | 27.33 |
| | Freight—Helper Freight—Light | 630 | 040 | 630 | |
| 812 | Passenger—Principal | 134 260,088 | 342 256,796 | - 208 3,292 | - 60.82 1.28 |
| | Passenger Helper | 3,010 | 2,838 | 172 | 6.06 |
| | Passenger—Light | 9,251 | 9,131 | 120 | 1.31 |
| 815 | Switching Trans. | 52,604 | 43,410 | 9,194 | 21.18 |
| 816 | Switching—Tard—Freight | 18,534 | 17,202 | 1,332 | 7.74 |
| | Switching—Yard—Passenger | 6,390 | 4,392 | 1,998 | 45 .49 |
| | Total Revenue Locomotive Miles | 610,090 | 537,873 | 72,217 | 13.42 |
| 817 | Non-Revenue Locomotive Miles | 315 | 62 | 253 | 408.06 |
| 1 | TOTAL LOCOMOTIVE MILES | 610,405 | 537,935 | 72,470 | 13.47 |
| | FREIGHT | | | | |
| 001 | | | | | |
| 921 | Freight Loaded | 6,387,106 | 5,101,697 | 1,285,409 | 25.20 |
| | Freight Empty | 1,770,758 | 1,557,930 | 212,828 | 13.66 |
| | System Caboose | 260,536 | 204,126 | 56,410 | 27.63 |
| | Freight Car Mileage in Passenger Trains | 3,980 | 86 | 3,894 | 4,527.91 |
| | Total Freight Car Miles | 8,422,380 | 6,863,839 | 1,558,541 | 22.70 |
| | PASSENGER CAR MILES | | | | |
| 822 | Passenger Coaches | 695,784 | 613,636 | 82,148 | 13.39 |
| | Sleeping and Parlor Cars | 765,686 | 705,028 | 60,658 | 8.60 |
| | Club, Lounge, Dining and Observation | 132,178 | 132,202 | - 24 | 02 |
| | Business | 2,199 | 2,150 | 49 | 2.28 |
| | Mail, Express and Baggage | 642,155 | 588,794 | 53,361 | 9.06 |
| | Combination Passenger and Baggage | 58,338 | 63,124 | - 4,786 | 7.58 |
| | Passenger Car Miles in Freight Trains | 15,232 | 2,826 | 12,406 | 439.00 |
| | Total Passenger Car Miles | 2,311,572 | 2,107,760 | 203,812 | 9.67 |
| | Total Revenue Car Miles | 10,733,952 | 8,971,599 | 1,762,353 | 19.64 |
| 825 | Non-Revenue Service Car Miles | 570 | 221 | 349 | 157 .92 |
| - | TOTAL CAR MILES | 10,734,522 | 8,971,820 | 1,762,702 | 19.65 |

STATEMENT NO. 17

HIRE OF EQUIPMENT, FREIGHT CARS, FOR THE YEAR ENDED DECEMBER 31, 1941, COMPARED WITH

TOTALS FOR THE PRECEDING YEAR

| ITEM | Cars of th or of Oth (Excludi Private | er C | arriers ars of | Cars of Indi Companies I (Includin Private C | Not Carriers g Cars of | Net B | alanc | е |
|---|--|------|-------------------|---|------------------------------|----------------------|-------|---------------------------|
| | Amount Receivable | | Amount Payable | Amount Receivable | Amount Payable | Amount Receivable | | mount ayable |
| Mileage basis: Tank cars Refrigerator cars All other cars | | \$ | 1,693 | | \$ 16,461 12,744 2,001 | | \$ | 16,461 14,437 2,001 |
| Total | | - 8 | 1,693 | | \$ 31,206 | | \$ | 32,899 |
| Per diem basisOther basis | \$ 129,865 66,799 | | 143,667 71,498 | | | | \$ | 13,802 4,699 |
| Totals year ended Dec. 31, 1941 | \$ 196,664 | \$ | 216,858 | | \$ 31,206 | | \$ | 51,400 |
| Totals year ended Dec. 31, 1940 | \$ 193,715 | \$ | 192,887 | | \$ 23,985 | | \$ | 23,157 |
| Increase Decrease | \$ 2,949 | \$ | 23,971 | | \$ 7,221 | | \$ | 28,243 |
| Per cent of increase or decrease | 1.5 | | 12.4 | | 30.1 | | | 122.0 |

STATEMENT NO. 18 HIRE OF EQUIPMENT, PASSENGER CARS, FOR THE YEAR ENDED DECEMBER 31, 1941, COMPARED WITH TOTALS FOR THE PRECEDING YEAR.

| ITEM | Amount | Amount | Net B | alance |
|--|---------------------------|-----------------------------|------------|-------------------|
| *** | Receivable | Payable | Receivable | Payable |
| Cars of this company or of other carriers:* Mileage basis Per diem basis Other basis Cars of individuals and companies not carriers: Mileage basis Per diem basis Other basis | \$ 33,200 106 1,640 | \$ 34,523 6,352 1,246 | \$ 394 | \$ 1,323 6,246 |
| Totals year ended Dec. 31, 1941 | \$ 34,946 | \$ 42,121 | | \$ 7,175 |
| Totals year ended Dec. 31, 1940 | \$ 39,197 | \$ 39,668 | | 471 |
| Increase Decrease | \$ 4,251 | \$ 2,453 | | \$ 6,704 |
| Per cent of increase or decrease | 10.8 | 6.2 | | 1,423.3 |

^{*-}Including Pullman Company.

STATEMENT NO. 19 INVENTORY OF EQUIPMENT DECEMBER 31, 1941 LOCOMOTIVES

| Service | Builder | Die Charles | | | Weight | Tractive | Date | General |
|---|---|--|---|--|--|--|---|--|
| | | Dia. Stroke | No. | Size | Thousand | Power Thousand | Built | Condition |
| Switch Switch Switch Switch | American American American American American | 19 x 24 19 x 24 19 x 24 20 x 26 25 x 28 | 6 6 6 6 8 | 52 52 52 57 52 | 121 121 121 121 162 214 | 25.5 25.5 25.5 31.0 50.1 | 1912 1912 1913 1912 1918 | Fair Good Fair Good Good |
| Freight Freight Freight Freight Freight | Rogers Rogers Rogers Rogers Rogers | 21 x 28 21 x 28 21 x 28 21 x 28 21 x 28 21 x 28 | 6 6 6 6 | 61 61 61 61 61 | 180.8 180.8 180.8 180.8 180.8 | 34.4 34.4 34.4 34.4 34.4 | 1907 1903 1906 1906 1904 | Good Good Good Good Good |
| Passenger Passenger Passenger Passenger Passenger | W of A W of A W of A American Lima | 22 x 28 21 x 26 21 x 26 24 x 28 27 x 28 | 6 6 6 6 | 74 72 72 72 74 74 | 198.5 185 185 258 303.5 | 31.2 27.1 27.1 37.1 46.9 | 1924 1924 1925 1913 1926 | Good Good Fair Good Fair |
| Freight Freight Freight Freight Freight | Lima Lima Lima Lima Lima | 27 x 30 27 x 30 26 x 30 26 x 30 26 x 30 | 8 8 8 8 | 63 63 63 63 63 | 282 282 292 292 292 | 53.1 53.1 54.7 54.7 54.7 | 1918 1918 1923 1925 1925 | Good In Shop Good Good Good |
| | Switch Switch Switch Switch Freight Freight Freight Freight Passenger Passenger Passenger Passenger Freight Freight Freight Freight Freight | Switch Switch Switch Switch Switch Switch Switch Switch Switch American Rogers Rogers Rogers Rogers Rogers American Passenger Passenger Passenger Passenger American Lima Freight Lima Lima | Switch American 19 x 24 Switch American 19 x 24 Switch American 20 x 26 Switch American 25 x 28 Freight Rogers 21 x 28 Passenger W of A 22 x 28 Passenger W of A 21 x 26 Passenger W of A 21 x 26 Passenger Lima 27 x 28 Freight Lima 27 x 30 Freight Lima 27 x 30 Freight Lima 26 x 30 Freight Lima 26 x 30 | Switch American 19 x 24 6 Switch American 19 x 24 6 Switch American 20 x 26 6 Switch American 25 x 28 8 Freight Rogers 21 x 28 6 Passenger W of A 22 x 28 6 Passenger W of A 21 x 26 6 Passenger W of A 21 x 26 6 Passenger Lima 27 x 30 8 Freight Lima 27 x 30 8 Freight Lima 27 x 30 8 Freight Lima 26 x 30 8 Freight Lima 26 x 30 8 | Switch American 19 x 24 6 52 Switch American 19 x 24 6 52 Switch American 20 x 26 6 57 Switch American 25 x 28 8 52 Freight Rogers 21 x 28 6 61 Passenger W of A 22 x 28 6 74 Passenger W of A 21 x 26 6 72 Passenger American 24 x 28 6 74 Passenger Lima | Switch American 19 x 24 6 52 121 Switch American 19 x 24 6 52 121 Switch American 20 x 26 6 57 162 Switch American 25 x 28 8 52 214 Freight Rogers 21 x 28 6 61 180.8 Passenger W of A 22 x 28 6 74 198.5 Passenger W of A 21 x 26 6 72 185 Passenger W of A 21 x 26 6 72 185 Passenger< | Switch American 19 x 24 6 52 121 25.5 Switch American 19 x 24 6 52 121 25.5 Switch American 20 x 26 6 57 162 31.0 Switch American 25 x 28 8 52 214 50.1 Freight Rogers 21 x 28 6 61 180.8 34.4 Freight Rogers 21 x 28 6 61 180.8 34.4 Freight Rogers 21 x 28 6 61 180.8 34.4 Freight Rogers 21 x 28 6 61 180.8 34.4 Freight Rogers 21 x 28 6 61 180.8 34.4 Freight Rogers 21 x 28 6 61 180.8 34.4 Freight Rogers 21 x 28 6 61 180.8 34.4 Freight Rogers 21 x 28 6 | Switch American 19 x 24 6 52 121 25.5 1912 Switch American 19 x 24 6 52 121 25.5 1913 Switch American 20 x 26 6 57 162 31.0 1912 Switch American 25 x 28 8 52 214 50.1 1918 Freight Rogers 21 x 28 6 61 180.8 34.4 1907 Freight Rogers 21 x 28 6 61 180.8 34.4 1903 Freight Rogers 21 x 28 6 61 180.8 34.4 1906 Freight Rogers 21 x 28 6 61 180.8 34.4 1906 Freight Rogers 21 x 28 6 61 180.8 34.4 1906 Freight Rogers 21 x 28 6 61 180.8 34.4 1906 Passenger W of A |

STATEMENT NO. 20 INVENTORY OF EQUIPMENT DECEMBER 31, 1941 CARS IN PASSENGER SERVICE

| No. | Class | Construction | Light | Seating Capacity | Date Built | General Condition |
|--------|-----------------|--------------|----------|---------------------|---------------|----------------------|
| 59 | Coach | S. U. Frame | Electric | 74 | 1906 | Good |
| 60 | Coach | S. U. Frame | Electric | 78 | 1906 | Good |
| 61 | Coach | S. U. Frame | Electric | 74 | 1912 | Fair |
| 62 | Coach | S. U. Frame | Electric | 77 | 1912 | Good |
| 63 | C'ch Air Cond. | All Steel | Electric | 61 | 1914 | Good |
| 64 | C'ch Air Cond. | All Steel | Electric | 62 | 1914 | Good |
| 65 | C'ch Air Cond. | All Steel | Electric | 68 | 1915 | Good |
| 66 | C'ch Air Cond. | All Steel | Electric | 65 | 1915 | Good |
| 67 | C'ch Air Cond. | All Steel | Electric | 70 | 1915 | Good |
| 75 | Coach | S. U. Frame | Electric | 74 | 1930 | Good |
| 11- 76 | Coach | S. U. Frame | Electric | 78 | 1930 | Good |
| | Coucii | D. C. Flamo | | 10 | 1990 | Good |
| 70 | C'ch & Bag'e | S. U. Frame | Electric | 32 | 1930 | Good |
| 2-71 | C'ch & Bag'e | S. U. Frame | Electric | 30 | 1930 | Good |
| | | | | | 1000 | |
| 38 | Baggage | S. U. Frame | Electric | ** | 1907 | Fair |
| 300 | Baggage | All Steel | Electric | ** | 1923 | Fair |
| 301 | Baggage | All Steel | Electric | ** | 1923 | Fair |
| 350 | Baggage | S. U. Frame | Electric | ** | 1924 | Fair |
| 351 | Baggage | S. U. Frame | Electric | ** | 1924 | Fair |
| 352 | Baggage | S. U. Frame | Electric | ** | 1925 | Fair |
| 7-354 | Baggage | S. U. Frame | Electric | ** | 1926 | Fair |
| | | | | | 1000 | Fall |
| 36 | Bagg & Mail | S. U. Frame | Electric | ** | 1906 | Good |
| 93 | Bagg & Mail | All Steel | Electric | ** | 1911 | Good |
| 94 | Bagg & Mail | All Steel | Electric | ** | 1911 | Fair |
| 4- 95 | Bagg & Mail | All Steel | Electric | ** | 1930 | Good |
| | | | | | | Good |
| 1-402 | Diner Air-Cond. | S. U. Frame | Electric | 30 | 1008 | Good |
| 1-402 | Diner Air-Cond. | S. U. Frame | Electric | 30 | 1908 | Good |

STATEMENT NO. 21 INVENTORY OF EQUIPMENT DECEMBER 31, 1941 CARS IN FREIGHT SERVICE

| Kind of Car | Numbers | Length | Width | Height | Capacity | No. of Cars |
|--------------------------------------|--|--|---|--|--------------------------------------|--------------------------|
| Box (Steel frame) Box (All Steel) | 37000 to 37133 37300 to 37339 | 40 ft. 6 in. 40 ft. 6 in. | 8 ft. 6 in. 9 ft. 2 in. | 8 ft. 6 in. 10 ft. 0 in. | 100000 100000 | 131 40—17 |
| Flat (Steel)Flat (All Steel) | 4500 to 4558 32500 to 32524 | 40 ft. 0 in. 40 ft. 0 in. | 10 ft. 3 in. 9 ft. 3 in. | | 80000 100000 | 24 25 —4 |
| Coal (All Steel Hopper) | 31000 to 31054 31100 to 31124 31500 to 31599 31600 to 31623 | 30 ft. 6 in. 30 ft. 6 in. 40 ft. 6 in. 45 ft. 0 in. | 9 ft. 5½ in. 9 ft. 5 in. 9 ft. 5 in. 9 ft. 5 in. | 5 ft. 4 in. 5 ft. 4 in. 4 ft. 7½ in. 2 ft. 11 in. | 110000 110000 100000 100000 | 54 25 100 24—20 |
| Caboose (Steel frame) | 525 to 527 550 to 561 | | | | | 3 6 — |

CARS IN COMPANY SERVICE

| Work Service Flat 8003 Material Cars 8406 Tool & Block Car (Wreck Service) 8500 Rall Car (Wreck Service) 8501 Bunk & Diner (Wreck Service) 8502 Tool Car (Wreck Service) 8503 Bunk Car (Wreck Service) 8504 Block Car (Wreck Service) 8505 | Numbers | No. o Cars |
|--|---|--|
| Block Car (Wreck Service) 8505 | 0, 8101 3, 8209, 8210 3, 8209, 8210 | 1 1 1 2 3 1 1 1 1 1 |
| Work Service Flat 8507 to 8 Steam Derrick 2 Ditching Machine 12 | 7 to 8512 | 1 1 6 1 1 |

STATEMENT NO. 22-1

FREIGHT SERVICE PERFORMANCE, YEAR 1941, COMPARED WITH PREVIOUS YEAR

| | AGGREGATES | 1941 | 1940 |
|------------|--|---|---|
| 1. 2. | Miles of road operated | 223 606,187 602 | 223 465,690 192 |
| 3. | 2-03. Total Locomotive-miles: Road, | 606,789 | 465,882 |
| | 3-01. Principal 3-02. Helper 3-03. Light 3-04. Total Train-switching, 3-08. Coal-burning, steam locomotives | 606,789 1,321 4,082 612,192 | 465,882 192 3,436 469,510 |
| 4. | Car-miles (thousands): | 79,394 | 65,616 |
| | Loaded cars, 4-01. East 4-02. West 4-03. Total Empty cars, 4-04. East | 8,550 4,580 13,130 984 | 6,330 3,980 10,310 |
| | 4-05. West | 3,079 4,063 | 2,459 3,490 |
| | 4-07. East 4-08. West 4-09. Total Other cars. | 9,534 7,659 17,193 | 7,361 6,439 13,800 |
| | 4-10. Caboose, east and west 4-11. Passenger-train cars, east and west | 609 187 | 467 152 |
| 5. | Gross ton-miles of road locomotives and tenders (thousands): 5-01. Coal-burning steam locomotives | 134,178 | 103 ,254 |
| 6. | Gross ton-miles of cars, contents, and cabooses (thousands): 6-01. Total in coal burning, steam locomotive trains | 739,062 | 569,888 |
| 7. | Net ton-miles, revenue and non-revenue (thousands) Train-hours (including train-switching hours at way stations) | 309 ,402 36 ,185 | 227,066 27,723 |
| 9. | Averages per mile of road per day: 9-01. Train-miles, ordinary 9-02. Net ton-miles | 7.4 3.801 | 5.7 2,782 |
| 10. | Averages per train-mile (excluding light trains): 10-01. Locomotive-miles (principal and helper). 10-02. Loaded freight car-miles. 10-03. Empty freight car-miles. 10-04. Total freight car-miles (excluding caboose). 10-05. Gross ton-miles (excluding locomotives and tenders). 10-06. Net ton-miles. | 1.00 21.7 6.7 28.4 1,219 510 | 1.00 22.1 7.5 29.6 1,224 488 |
| 11. 12. | Gross ton-miles of locomotives and tenders per locomotive-mile Net ton-miles per loaded car-mile | 219 23.6 | 220 22.0 |
| 13. | Car-mile ratios: 13-01. Per cent loaded of total freight car-miles, eastbound 13-02. Per cent loaded of total freight car-miles, westbound 13-03. Per cent loaded of total freight car-miles (east and west) 13-04. Per cent eastbound of total loaded freight car-miles | 89.7 59.8 76.4 65.1 | 86.0 61.8 74.7 61.4 |
| 14. | Averages per train-hour: 14-01. Train-miles 14-02. Gross ton-miles (excluding locomotives and tenders) | 16.8 20,425 | 16.8 20,556 |
| 75 | Percent train-switching hours at way stations of total train-hours | 32.7 | 34.4 |

STATEMENT NO. 22-2 PASSENGER SERVICE PERFORMANCE

YEAR 1941 COMPARED WITH PREVIOUS YEAR

| | AGGREGATES | 1941 | 1940 |
|----------|--|--|--|
| 1. | Miles of road operated | 172 | 172 |
| 2. | Train-miles: 2-01. Locomotive-propelled trains (steam) | 518,174 | 511,278 |
| 3. | Road motive-power miles: Locomotive-miles, 3-01. Principal (steam) 3-02. Helper (steam) 3-03. Light (steam) 3-15. Total road motive-power miles | 518,174 5,985 13,870 538,029 | 511 ,278 5 ,643 13 ,754 530 ,675 |
| 4. | Passenger-train car miles: In locomotive-propelled trains, (steam) 4-01. Passenger coaches 4-02. Sleeping and parlor cars 4-03. Club, lounge, dining, and observation cars 4-04. Business cars 4-05. Mail, express, and baggage cars, and combination cars other than passenger 4-06. Combination passenger cars (mail, express, or baggage with passenger) 4-07. Freight-train cars 4-26. Total passenger-train car-miles, all trains | 1,388,109 1,530,474 261,872 4,353 1,278,984 116,138 8,626 4,588,556 | 1,226,819 1,403,328 262,719 4,275 1,171,635 125,562 507 4,194,845 |
| 5. 6. | Train-hours: 5-01. Locomotive-propelled trains (steam) Net ton-miles of freight in passenger trains | 14,736 95,971 | 14,623 |
| | AVERAGES | | |
| 7. | Train-miles per mile of road per day | 8.3 | 8.1 |
| 8. 9. | Motive-power miles per train-mile: 8-01. With locomotives Per cent light of total locomotive-miles | 1.04 2.6 | 1.04 2.6 |
| 10. | Car-miles per train-mile in locomotive-propelled trains: 10-01. Passenger coaches 10-02. Sleeping and parlor cars 10-03. Club, lounge, dining, and observation cars 10-04. Other passenger-train cars 10-05. Total cars in locomotive-propelled passenger trains | 2.95 .51 2.59 | 2.52 2.75 .51 2.42 8.20 |
| 13. | Train-miles per train-hour: 13-01. Locomotive-propelled trains | 35.2 | 35.0 |

STATEMENT NO. 22-3

LOCOMOTIVE AND TRAIN COSTS

YEAR 1941 COMPARED WITH PREVIOUS YEAR

| | 1 . | |
|---|---|--|
| ITEM | 1941 | 1940 |
| SELECTED EXPENSE ACCOUNTS | | |
| 1 Freight: 1-01 Locomotive repairs 1-02 Train enginemen 1-03 Fuel for train locomotives 1-04 Other locomotive supplies 1-05 Enginehouse expenses 1-06 Trainmen 1-07 Train supplies and expenses | 120,333 229,143 17,023 40,228 | 88,344 3 162,010 2 14,521 3 32,088 4 108,701 |
| 1-08 Total freight | \$ 758,019 | \$ 554,773 |
| 2 Freight train-miles Gross-ton miles, excluding locomotives and tenders (thousands) | 606,789 739,062 | |
| 4 Passenger: 4-01 Locomotive repairs 4-02 Train enginemen 4-03 Fuel for train locomotives 4-04 Other locomotive supplies 4-05 Enginehouse expenses 4-06 Trainmen 4-07 Train supplies and expenses | 69,224 122,823 10,190 18,938 68,100 34,958 | 67,460 103,244 7,719 16,764 65,311 |
| 4-08 Total passenger | | \$ 395,126 |
| 5 Grand total, freight and passenger | | \$ 949,899 |
| 6 Passenger train-miles 7 Passenger-train car-miles | 518,174 4,588,556 | |
| QUANTITY AND COST OF FUEL 8 Net tons of coal charged to account 394 9 Cost of coal charged to account 394 9-01 Average cost of coal per ton | \$ 351 066 | \$ 265,254 |
| AVERAGES | | |
| 13 Cost per freight train-mile: (a) Locomotive repairs (b) Enginehouse expenses (c) Enginemen (d) Trainmen (e) Locomotive fuel (f) Other locomotive supplies (g) Train supplies and expenses | 0.066 | 0.069 0.190 0.233 0.348 0.031 |
| (h) Total | \$ 1.249 | \$ 1.191 |
| 14 Cost selected expense accounts per 1,000 gross ton-miles excluding locomotive and tender | \$ 1.026 | \$ 0.990 |
| 15 Cost per passenger train-mile: (a) Locomotive repairs (b) Enginehouse expenses (c) Enginemen (d) Trainmen (e) Locomotive fuel (f) Other locomotive supplies (g) Train supplies and expenses | 0.037 0.134 0.131 0.237 | 0.033 0.132 0.128 0.202 0.015 |
| (h) Total | | \$ 0.773 |
| 16 Cost selected expense accounts per passenger-train car-mile | \$ 0.096 | \$ 0.094 |

STATEMENT NO. 22-4 REVENUE TRAFFIC

YEAR 1941 COMPARED WITH PREVIOUS YEAR

| | ITEM | 1941 | 1940 |
|----------|---|--|---|
| 1 2 | Average miles of road operated, freight serviceAverage miles of road operated, passenger service | 223 172 | 223 172 |
| 3 4 5 | Number of revenue tons carried | 3,100,560 302,161 \$3,623,068 | 2,287,928 221,702 \$2,701,143 |
| 6 | Number of revenue passengers carried: 6-02 All other passengers | 385,821 | 321,940 |
| | 6-03 Total | 385,821 | 321,940 |
| 7 | Number of revenue passengers carried one mile (thousands): 7-02 All other passengers 7-03 Total | 41,943 | 33,472 33,472 |
| 8 | Passenger revenue (Account 102): 8-02 All other fares | \$ 778,896 \$ 778.896 | \$ 589,505 \$ 589,505 |
| 9 0 1 | Passenger service train revenue Passenger train-miles Passenger car-miles | \$1,089,372 518,174 2,976,652 | \$ 874,525 511,278 2,692,928 |
| | AVERAGES | | |
| 23456789 | Miles per revenue ton Revenue per ton-mile Revenue per ton Miles per passenger Revenue per passenger-mile Revenue per passenger Revenue per passenger Revenue passengers per train Revenue passengers per car | 97.5 ¢ 1.199 \$ 1.17 108.7 ¢ 1.86 \$ 2.02 80.9 14.1 | 96.9 ¢ 1.2 \$ 1.1 104.0 ¢ 1.8 \$ 1.8 65.5 12.4 |



